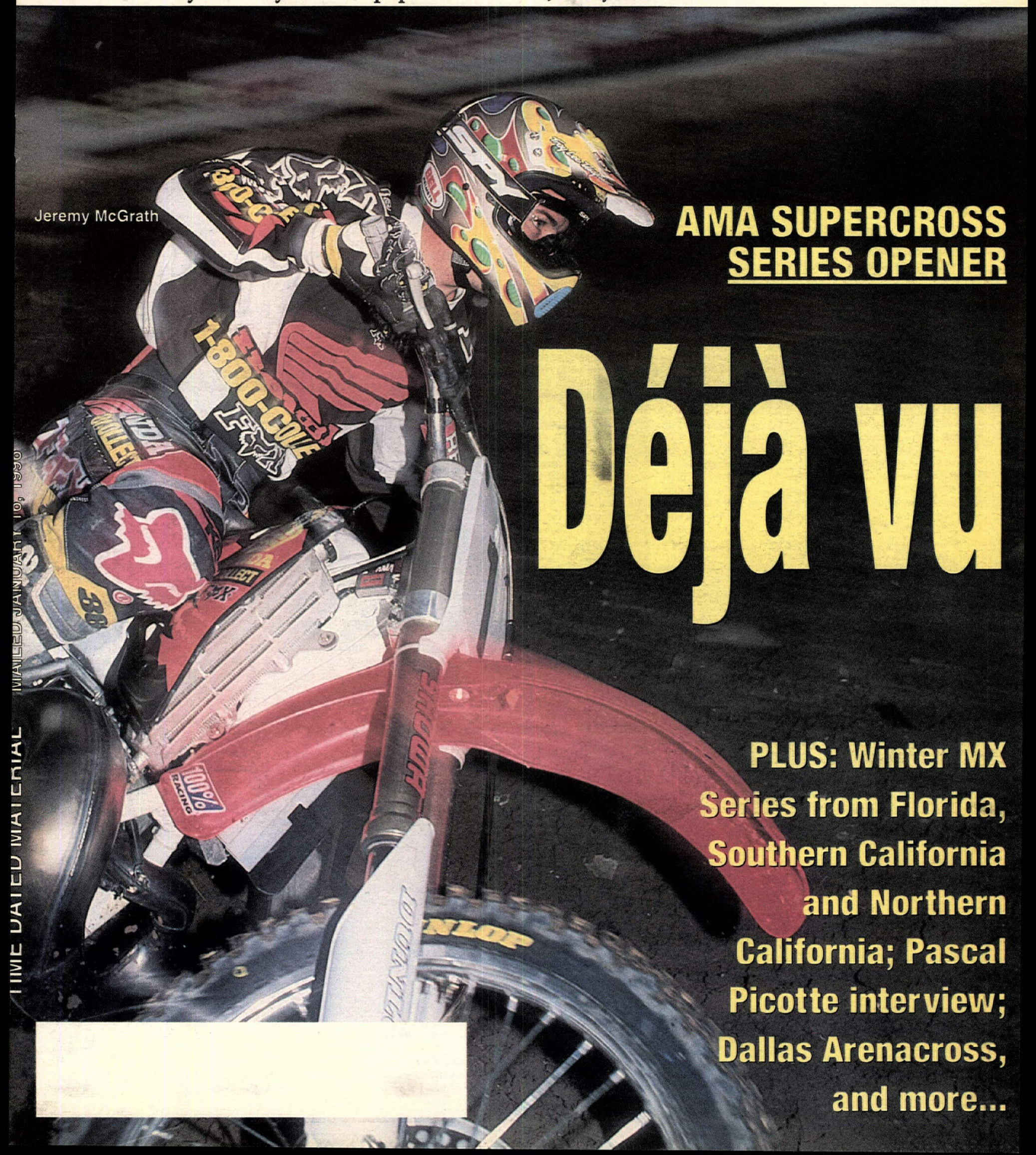
CYCLE NEWS

America's weekly motorcycle newspaper | January 24, 1996: Number 3 | (outside the U.S. $3.25) $2.50



Jeremy McGrath

AMA SUPERCROSS SERIES OPENER

Déjà vu

PLUS: Winter MX Series from Florida, Southern California and Northern California; Pascal Picotte interview; Dallas Arenacross, and more...

TIME DATED MATERIAL MAILED JANUARY 10, 1996

Guy Cooper (Suz) and **Cliff Palmer** (Suz) were the big winners during two nights of racing in the PJI Super Arenacross Nationals, held on January 12-13 in Guthrie, Oklahoma. Palmer topped **Jimmy Gaddis** (Kaw) and Cooper to win the 250cc Pro class on Friday night, while **Robbie Reynard** (Hon) beat Gaddis and Cooper in the 125cc Pro class. On Saturday night, Cooper won both the 125 and 250cc Pro classes, beating Palmer and Gaddis, who finished second and third, respectively, in both races.

Michael Brandes won both the 125 and 250cc Pro classes during round one of the 1996 CMC MSR Golden State National South MX Series, held in Gorman, California, on January 14. Brandes rode a Suzuki to victory over Casey Lytle and Jeff Willoh in the 125cc class before switching to a Kawasaki to win the 250cc class, where he topped Ty Davis and Willoh.

The California Assembly Transportation Committee has approved a bill that would repeal the **mandatory motorcycle helmet law** in the nation's most populous state, according to the AMA. California has had a mandatory helmet law covering all motorcyclists since 1992. The repeal bill - Assembly Bill 244 sponsored by Assemblyman Bill Morrow (R-San Diego) - would eliminate the mandatory helmet provision for riders 21 and older. It passed the Transportation Committee by a 9-8 vote and will now be sent to the Assembly Appropriations Committee for consideration. Supporters of the repeal legislation, led by ABATE of California and the Modified Motorcycle Association, expect that the bill will be considered by the full Assembly in the next few weeks. "This shows that the system works if you elect people who will do the right thing," said Mike Osborn, a member of ABATE of California's board of directors. Robert Rasor, vice president of AMA government relations said: "The AMA has always strongly supported comprehensive motorcycle safety programs, and we encourage all motorcyclists to wear appropriate gear and ride responsibly. But we also believe adults should be able to evaluate personal safety issues for themselves. This legislation is the first step in returning that right to adult riders in California."

A **no-fault insurance initiative** that will go before California voters in March has the potential to dramatically increase insurance rates paid by the state's motorcyclists, according to the AMA. The California secretary of state announced this week that the Alliance to Revitalize California has collected the necessary signatures to put the no-fault insurance proposal on the ballot in statewide elections to be held on March 26. That means voters in the state will be faced with a decision to retain the present insurance system or switch to a no-fault plan. Under the current insurance system, vehicle operators who are at fault in accidents are responsible for paying the damage they cause. The proposed no-fault system, designated Proposition 200, would require all motor vehicle operators, including motorcyclists, to insure themselves against any damages or injuries, including those caused by another driver. The proposal has raised concern among California motorcyclists because other states that have adopted no-fault insurance have seen large increases in motorcycle insurance premiums.

Supercross legend **Rick Johnson** has signed with Penske Racing South to compete in the NASCAR SuperTrucks Series by Craftsman in 1996, reports *Cycle News* contributor Judy Kouba-Dominick. The team will run a Ford in 13 of the 24 scheduled events, and it will be sponsored by Red Dog Beer. Johnson will share driving duties with Winston Cup regular Kenny Wallace, with Johnson driving in four of the races and assisting Wallace as a spotter in the remaining events. In addition, Johnson will serve as a test driver for Penske South. "This is a tremendous opportunity for me," Johnson said. "I am excited about the opportunity to work with the Penske organization with their expertise in NASCAR racing. It was a difficult decision for me to leave the Chevrolet family. I have been with them since my retirement from motorcycle racing both in stadium tracks and desert racing, but this opportunity with Penske came along and I had to make a decision for my future and my family. It is just another example of divine timing that has followed me throughout my career. I am very grateful for the opportunity given to me by Chevrolet and the success we enjoyed together. It was a painful decision for me to make, but I feel I have made a positive step forward."

The promoters of the AMA Grand National Championship Dirt Track Championship have formed the **Grand National Unified Promoters Association**. Chris Agajanian, the promoter of four events on the 1996 AMA Grand National schedule, will serve as spokesman for the group. According to Agajanian, the group has five immediate goals: to re-emphasize support of the AMA as the sanctioning body of the Grand National Series; to recommend parity in purse structures, but only through negotiations with the AMA; to study technical rules and event formats with the view of ensuring close competition; to assist in further rider development programs to strengthen the series and to ensure its future; and to exchange promotional ideas.

Australian road racer **Damon Buckmaster** may sit out the 1996 racing season after being rejected by the Fast By Ferracci Ducati team, and now the Honda Australian Superbike team, reports *Cycle News* correspondent Darryl Flack. Buckmaster claims he had a verbal commitment from team boss Eraldo Ferracci to join the team which once boasted former two-time World Superbike Champion Doug Polen, 1994 AMA Superbike Champion Troy Corser and two-time World Champion Freddie Spencer. Buckmaster, 22, was given the shocking news after testing against three other riders at Daytona International Speedway just prior to Christmas. Buckmaster failed to impress the stopwatch. "I was given a set of high-profile tires that just wouldn't drive or handle on the banking, and the other guys got what they wanted and know the track really well," Buckmaster said. His best time was a 1:54.2 compared to 1996 signees Larry Pegram and Shawn Higbee, who both lapped in the mid 52s. "The tires I ran just sapped speed from the bike because it wouldn't drive up the banking," Buckmaster added. According to Buckmaster, the team's on-board telemetry showed that he was quicker through the infield than the other riders. Buckmaster claims that Ferracci had given him "a strong commitment" for 1996 prior to the test and he rejected three key offers in Australia because he considered Ferracci's offer to be firm. Buckmaster said he had not signed a letter of intent, but Steve Reeves, who was taking care of the deal on Buckmaster's behalf, said he discussed the value of the contract with Ferracci, where the rider would be based, and had arranged an AMA license. Two weeks ago, Buckmaster tested alongside Australian 250cc GP sensation Rip Crocker for the second Honda Racing Australia RC45 ride at Calder Raceway. Claiming he was faster and smoother throughout the test, Buckmaster said Honda called him to confirm it had decided to go with 20-year-old Crocker, who had never ridden a superbike before. Buckmaster has rejected plans to resume his career in the 600cc Supersport class in Australia, a series he has contested for the past three years. "I can't afford the money and time off work to go 600 racing this year," he said.

More news from Australia has veteran road racer **Peter Goddard** riding a Suzuki GSXR750-T for Team Ansett Air Freight Suzuki in the 1996 Australian Superbike Championship. Winner of the 1991 500cc All-Japan Championship and runner-up in the 1995 Australian Superbike Series, Goddard will be the oldest of the front runners. A Suzuki Australia spokesman said the deal was signed on January 12, and added that Goddard will miss the opening two-plus-four Australian Championship race on February 4 because the factory race kit will not arrive in time, a delay likely linked with Suzuki's Daytona 200 commitments. Goddard will also likely compete in the Suzuka 8-Hour and other major endurance races in 1996.

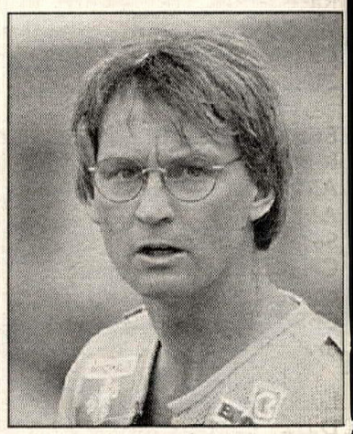
Round four of the **MSR Golden State MX Nationals** at Barona Oaks Raceway in Ramona, California, has been moved from Sunday, February 18, to Sunday, February 11, the day after the San Diego Supercross. For more information, call CMC at 714/367-1141.

According to World Sports, the final round of the 1996 Florida Winter AMA Series scheduled for January 28-29 in Gainesville, Florida, will be dedicated to the memory of **J.D. Collins**. The race will be called the J.D. Collins Memorial and an extra $3000 will be added to the 125 and 250cc Pro purse, bringing the total purse amount to $9000 for the weekend. Collins was killed on January 7 while racing in the Florida Winter AMA Series round in Ocala, Florida.

AMA 250cc Grand Prix National Champion **Rich Oliver** will have the opportunity to tryout for a 500cc Grand Prix ride with the Elf/Swissauto team at the upcoming IRTA tests in Jerez, Spain. Oliver will vie for the open spot on the team with Spaniard Juan Borja. "It's not going to be easy because he's (Borja) ridden there a lot, but Little Kenny (Roberts Jr.) said he'll try and help me," said Oliver, who last rode a 500cc GP bike in 1991 when he finished sixth in the Spanish Superprestigio international race. Oliver is currently under contract with Yamaha to ride in the 1996 AMA 250cc Grand Prix Series, and he will do just that if the 500cc ride doesn't materialize. "Right now it looks like it'll be a one-man team with the same sponsors, the same truck, etc. I've got the new bikes and I've been training hard for this tryout. If it doesn't work out, I'll definitely be in good shape for Daytona. Yamaha has been really supportive and I'd like to ride superbikes with them one day, but they know I can't pass this up if it happens. They seem to be okay with it no matter how it works out."

According to sources in Japan, **Shinichi**

Quarterley calls it quits



Nearly 13 years after making his professional road racing debut, veteran road racer Dale Quarterley (right) has announced his retirement from the sport. The New Englander, who suffered serious injury to his left hand in a crash at Daytona International Speedway during the recent Michelin tire tests, ends his career as one of the most successful privateers in the history of AMA road racing .

Quarterley's career comes to a close with four championships - the 1988 AMA Battle of the Twins title and three AMA Endurance Championships. The highlight of the 34-year-old's career came in 1993 when he finished second in the AMA Superbike National Championship on his Team Mirage Kawasaki behind Doug Polen. It was also in 1993 that an emotional Quarterley won his only AMA Superbike National, ironically at the Mid-Ohio Sports Car Course - the very same race track on which he started his professional career with a fifth-place finish 10 years earlier.

"At this point, I'm done," Quarterley said from his home on Thursday, January 11. "I've decided to stop motorcycle racing. I can't make Daytona because of my injuries, and if I miss Daytona then it's just not worth it. I've sent the contracts back already."

Quarterley's Team Mirage Ducati will be ridden in the Daytona 200 by longtime friend and rival, Randy Renfrow. After Daytona, "being a team owner or a crew chief does interest me, but the team doesn't want to do a season if I don't ride. Right now I'm going to focus on my car deal."

Quarterley has undergone skin graft operations to repair damage to his left foot and knee, but his most serious injury is to his hand. The likable New Englander broke three metacarpal bones, as well as suffering knuckle and ligament damage to several fingers. The bones were pinned after the accident and Quarterley will have surgery to have those pins removed in three weeks.

"This was going to be my last season because I was going to go car racing full time in '97," Quarterley said. "This just bumped me up a season. I still want to help with the road racing school, do some instructional tapes and other things. I'll definitely stay involved."

Quarterley's absence on the grid for the upcoming Daytona 200 will mark the first AMA Superbike National he's missed since 1987. "I may have missed a couple of races in 1984 and 1985, but I know I haven't missed one since '87," Quarterley said.

"The only thing I didn't do was win a Superbike Championship, or make any money. But making money was always a low priority for me. All I ever wanted to do was compete."

Itoh will join **Tadayuki Okada** on Honda's new 500cc V-twin two-stroke in the 1996 World Championship Road Race Series. HRC's entry in the 250cc World Championship will be **Tohru Ukawa**, who will replace Okada in the 250cc Grands Prix.

Erion Racing has hired two new riders for the 1996 AMA SuperTeams and AMA 600cc Supersport Series - former AMA 250cc Grand Prix rider **Chuck Sorenson** and former World Endurance Champion **Doug Toland**. The pair will contest both series, using Honda CBR600s and CBR900s and Bridgestone tires.

Lucky Strike Suzuki's **Scott Russell** and **Daryl Beattie**, along with Marlboro Rainey's **Loris Capirossi** and **Tetsuya Harada** and Kanemoto Racing's **Luca Cadalora** were scheduled to begin testing at Australia's Eastern Creek Raceway on Monday, January 15. The three teams were scheduled for three days of testing at the site of the 1996 Australian Grand Prix, with Suzuki and Kanemoto also scheduled to test at Phillip Island the following week. Following tests in Australia, Rainey and Kanemoto's teams will be joined in Malaysia by the Marlboro Roberts team of **Kenny Roberts Jr.**, **Jean-Michel Bayle** and **Norifume Abe** as well as World Champion **Michael Doohan** and his HRC teammate **Alex Criville**, Fortuna Pons' **Alberto Puig** and **Carles Checa** and the factory Aprilia team of **Max Biaggi** and **Doriano Romboni**. The top teams also have tests scheduled for Sentul, Indonesia; Jerez, Spain; and a return trip to Shah Alam.

Wayne Rainey's **Marlboro-backed Grand Prix team** was officially announced in Italy on January 9 in Madonna di Campiglio, an Italian ski resort. "It's always been my desire to run a 500cc team," Rainey said at the press conference. "And I've got two great riders. I'm sure (Tetsuya) Harada is capable of winning another 250cc title. In fact, I reckon he's the best 250 rider in the world. Loris (Capirossi) is already impressing me a lot. He is willing to do whatever it takes to win." The following day, Roberts' team of **Jean-Michel Bayle**, **Norifumi Abe** and **Kenny Roberts Jr.** was formally introduced. The big change for both Marlboro-backed teams is in their selection of a tire brand: Both will switch from Dunlop to **Michelin** tires for the 1996 season, with Roberts' change coming after three straight seasons with Dunlop.

In addition to the two Marlboro teams, **Luca Cadalora** was also introduced at a Marlboro function in Italy, announcing his Honda team with Erv Kanemoto. "In three seasons of 500cc GP racing, I have won six GPs," Cadalora said. "I classified second the first year and third this past season. I don't know if any other one rider could be satisfied with these results. I aim at the World Championship title. I don't feel inferior to anyone and last year, in the few occasions in which I had a competitive Yamaha, I put (Michael) Doohan behind me without too much problems."

The IRTA teams contesting the 1995 World Championship Road Race Series voted the **Italian Grand Prix** at Mugello as the "Best Grand Prix of 1995." The Italian Grand Prix at Mugello will be held on May 26 as the fifth round of the series.

American Suzuki has announced its **1996 Suzuki Road Racing Contingency Program** with a total payout of $716,675. Suzuki will pay contingency in regional club events ($306,250), Formula USA ($47,800), WERA Endurance ($82,000), AMA Supersport ($76,375), AMA Superbike ($172,250) and AMA SuperTeams ($114,000).

dP Safety School will be conducting a BMW Day at Sears Point Raceway in Sonoma, California, on Monday, March 18. BMW riders interested in participating can contact Tony Ehret at Bavarian Cycle Works (415/863-1183), Kary Prager at California BMW-Triumph (415/966-1183) or Chris at San Jose BMW (408/295-0205).

Garage Company has finalized a date for the Second Annual **Corsa MotoClassica**. The AHRMA race, concours competition and swap meet is scheduled for April 12-14 at Willow Springs Raceway in Rosamond, California - the week following the AHRMA race at Las Vegas International Raceway. The Corsa MotoClassica event will also feature a Harley-Davidson 883 class. For more information, call 800/39DESMO.

The 16th Annual **Texas Outlaw National** will be held as a pre-Daytona warmup race on Sunday, February 25 at Devils Bowl Speedway in Dallas, Texas. Races will be held in both Pro and Amateur classes. For more information, call 214/216-5520.

Skip Fordyce Harley-Davidson has announced its racing team for 1996. The two-man team will consist of **Jim Rosa** in the AMA Harley-Davidson Super-Twins Series and 16-year-old **A.J. Herrera** in the AMA 883 Dirt Track Series.

Former AMA Grand National Champion **Mert Lawwill** phoned *Cycle News* for a quick update on life after dirt track racing. Many readers may already know that the 1969 National champ has, of late, devoted most of his time to the mountain-bike industry to develop innovative suspension systems for the off-road pedal pushers. Now, Lawwill's designs have been bought by **Schwinn**, which also owns **Yeti Cycles**, and Lawwill will be taking a one-year leave from his Tiburon, California, home (the very same one seen in "On Any Sunday") to work as a consultant at Yeti's R&D department in Durango, Colorado. "I'll also be traveling with the Yeti race team to all the World Cup Downhill events in Europe," Lawwill said. "It's funny, after I stopped racing motorcycles, I thought that was it. But now I'm as intent as ever with this World Cup Downhill racing. I guess you never do get out of it." Lawwill's son, Joe Lawwill, is a factory rider for Yeti.

Bartels' Racing has announced its 1996 team roster for the AMA Grand National Championship dirt track series, and the AMA SuperTwins and NASB Twin Sports series. Three-time champion **Jay Springsteen** will once again spearhead the **Bartels' Racing** dirt track team in the 1996 AMA Grand National Championship Series, campaigning Joe Bisha-prepped XR750s and 883s. The deal marks the veteran Michigander's eighth year with the Southern California-based Harley-Davidson dealer. **Eric Bostrom** will do double duty, joining Springer at all AMA Grand National events as well as campaigning 883s on the pavement with brother **Ben Bostrom**, who will concentrate solely on road racing. Three new team members, **Shaun Russell**, **Billy Martin** and **Johnny Murphree** will be aboard Bartels'-backed Harley-Davidsons in the AMA 883cc National Dirt Track Series.

Quatro per Orioli

Italian Edi Orioli (right) arrived at the Senagalese capital of Dakar on January 14 with the fourth Dakar Rally overall win of his career, matching the accomplishments of Frenchman Stephane Peterhansel. The record of five is held by now-retired Frenchman Cyril Neveu.

Of the 119 motorycle racers who left Granada, Spain, on December 30, 50 managed to complete the entire 4700-mile course. The final week took riders from El Mreiti, Mauritania, through Tichit; Kiffa; Kayes, Mali; Labe, Guinea; and Tombacounda, Senegal before finishing in Dakar. "I never thought when I first won this event eight years ago that I would be here celebrating my fourth win this year," said Team Yamaha's Orioli. "It's been a great rally for me. I kept the strategy I set out with: Keep out of trouble, don't get lost, concentrate and keep the motivation going. You never know on the Dakar; anything can happen, so I was only really happy when I got to the end of the very last stage."

Orioli was just outside of the top three early in the event, with teammate Peterhansel and KTM's Heinz Kinigadner battling it out at the front. Everything changed on the sixth leg of the event, from Smara in Morocco to Zourat in Mauritania. Going into the 375-mile day, Orioli was fourth behind Peterhansel, Austrian Kinigadner and Frenchman Thierry Magnaldi. Kinigadner dropped out with motor problems on his KTM, while Magnaldi crashed his KTM, injuring his neck and losing nearly two hours. Peterhansel finished the stage 45th after suffering a fuel problem, which he blamed on the organizers. He dropped out as a result.

"We are very sorry that 'Peter' has decided to take this course of action, but we are at a loss to explain why he feels there was something wrong with his fuel," said organizer Hubert Auriol. "He was one of 15 riders supplied by the same people using the same pump on the same barrel. He was the only one to suffer such problems."

Orioli won the stage and remained at the front to the finish. After Orioli's Yamaha, KTMs took the remainder of the top five positions, with Spaniard Jordi Arcarons being followed by countryman Carlos Sotelo, Dutchman Gerard Jimmink and Frenchman Richard Sainct. Italian Cagiva pilot Davide Trolli was in third overall one week ago, but lost time when he broke his throttle on Jaunary 10 and had to pull the throttle cable with his hand to the day's finish. He retained his overall position, but dropped out January 12 with engine problems.

CORRECTION: Gene Christopher Romero was born in Brea, California, on November 25, not December 15 as we reported last week.

FORMED: Planet Desmo Racing, the Elf Fuel distributor for the East Coast, by CCS road racer Jeff Jennings. For more information, call 610/399-0958

CHANGED: The phone number for The Southeastern Sportbike Association, to 770/977-0538. The address remains the same at P.O. Box 420683, Atlanta, GA 30342.

AUTOGRAPH SIGNING: At Anaheim Suzuki in Anaheim, California, on January 26 from 6 to 7 p.m. Team Suzuki's Mike LaRocco, Greg Albertyn, Ezra Lusk and Craig Decker are scheduled to appear. For more information, call 714/774-6621.

LAUNCHED: Motorcycle Cruiser, a new motorcycle magazine published by Petersen Publishing Co. Motorcycle Cruiser will debut on newsstands on February 27, with four issues scheduled for 1996.

AUTOGRAPH SIGNING: At Anaheim Yamaha Kawasaki in Anaheim, California, on January 26 from 6 to 7 p.m. Team Kawasaki's Jeff Emig, Ryan Hughes and Damon Huffman are scheduled to appear. For more information, call 714/563-1700.

AUTOGRAPH SIGNING: At Mission Yamaha in Laguna Niguel, California, on January 26 from 5:30 to 7 p.m. Team Yamaha's Damon Bradshaw, John Dowd and Kevin Windham are scheduled to appear. For more information, call 714/582-0351.

AUTOGRAPH SIGNING: At Burnsville Yamaha in Burnsville, Minnesota, on January 19 from 6 to 7:30 p.m. Team Yamaha's Damon Bradshaw, John Dowd and Kevin Windham are scheduled to appear. For more information, call 612/882-1020.

BORN: A baby girl, Zoe Elizabeth Webb, to Dirt Rider editor Tom Webb and his wife Sally on January 4 in Lancaster, California.

FORMED: Race Resumes Unlimited, a company in the business of developing racer resumes. For more information, call 909/928-1266.

CREATED: Sputnik, a new Internet site on the World Wide Web, for sidecar enthusiasts. The address is as follows: www.bbb-intl.com/SPUTNIK. For more information, call 800/258-4958.

AUTOGRAPH SIGNING: At Inland Wheel Center in San Bernadino, California, on January 24 from 6 to 8 p.m. Team Honda's Jeremy McGrath and Steve Lamson, Team Inovation Sports' Phil Lawrence and Chad Pederson, Team KTM's Mike Healey, and Team Green's Greg Zitterkopft are scheduled to appear. For more information, call 909/888-6324.

BORN: A baby boy, Ryan Jeffrey Murgel, to longtime Grand National Cross Country racer Jeff Murgel and his wife Judy, on December 19 in Pittsburgh, Pennsylvania

MOVED: Gaerne North America to 3709 N. Main St., Cleburne, TX 76031, 817/645-5566, FAX 817/645-5131.

CORRECTION: Pee Wee racer Matt Spencer was mistakenly referred to as Brad in "Damron tops Lodi ST finale" (Issue #46, p. 34).

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXXIII

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Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA and at additional mailing office. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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Printed in U.S.A.

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VOICES
Letters to the editor

Loves it

Unbelievable, it's Sunday morning and I have a craving for pancakes and supercross results. As the little woman flips flapjacks in the kitchen, my computer is cookin' up sizzlin' supercross results from Orlando on the *Cycle News* Web page.

If you ever needed a reason to buy a computer and surf the net, this is it.

We really appreciate the efforts of Team *Cycle News*. We will see you every Sunday morning on the Net and every Wednesday on my desk.

Lee and Ryan Chapin
Santa Clarita, CA

The AMA responds

I am writing in response to Dan Cather's letter (Issue #50, January 1) in *Cycle News*. Mr. Cather criticizes the use of the AMA's resources in support of voluntary helmet use and questions the tangible benefits of repealing the federal penalties placed on states without mandatory helmet laws.

The AMA is first and foremost a membership organization. Our position in support of voluntary helmet use reflects this and has been overwhelmingly supported by our members since the issue first arose in the late 1960s. In representing our members, the AMA makes no distinction between "bikers" and "motorcyclists," all have an equal voice.

The AMA position in support of voluntary helmet use is based on a longstanding fundamental belief that adults should continue to have the right to voluntarily decide when to wear a helmet. However, the threat of federal sanctions combined with the "social burden" argument reduces this issue to one of simple dollars and cents. Motorcycling, whether helmeted or not, is increasingly portrayed as a financial drain on society. This same rationale is frequently cited in support of other public policy issues which are potentially detrimental to motorcycling. A "domino theory"? Yes. But are you willing to take the chance? The AMA is not; we know better.

In addition to returning the decision on mandatory helmet laws to the states, repealing the federal penalties has another "tangible" benefit. Approximately $200 million was returned to highway construction funds in those 25 states that refused to be bullied by the federal government. The use of these funds for highway construction and improvement will result in safer roads for all users. Furthermore, this same piece of legislation provides $30 million in funding over the next two years for the National Trails Recreation Fund, a "tangible" Mr. Cather apparently overlooked.

The resources used in obtaining these two significant victories were well spent. States have reasserted their authority over transportation issues within their borders, all road users benefit from the restored highway construction funds and off-road enthusiasts benefit from the trails funding. Due to the strength, diversity and continued support of our membership, the AMA played a strong role in all of these successes.

Sean M. Maher
Legislative Affairs Specialist
Government Relations Department, AMA
Westerville, OH

And again...

I am writing in response to Robert Bourne's letter (Issue #2, January 17) in *Cycle News*. Mr. Bourne asks if AMA members have been polled to determine their opinions on the use of AMA resources in support of voluntary helmet use. The answer is yes.

Once every two years the AMA Government Relations Department polls the Association's members to assist in setting our government relations priorities. Separate surveys for street and trail issues appear in American Motorcyclist, which is distributed to all AMA members. The subject of mandatory helmet laws appears in the street survey.

According to the 1994 AMA Road Rider survey, 60 percent either oppose or strongly oppose mandatory helmet laws for all riders and eight percent have no opinion. Furthermore, 69 percent favor or strongly favor the continued commitment of AMA resources to preserve voluntary helmet use for adult motorcyclists; 11 percent had no opinion.

The next AMA Road Rider survey is scheduled to appear in the June 1996 edition of American Motorcyclist magazine. The Off-Road survey is scheduled for May 1996.

Sean M. Maher
Legislative Affairs Specialist
Goverment Relations Department, AMA
Westerville, OH

Godspeed, J.D.

I was deeply saddened by the recent passing of our friend J.D. Collins. My family and I have had the privilege of growing up and racing with J.D. and his family. J.D. was a tough competitor on the track and a great person off the track.

He will be greatly missed, but never forgotten in the world of motocross.

Marcus Sellards
New Philadelphia, OH

Back to the lake

Jeremy McGrath Superstar. Who the hell do you think you are? A house in Canyon Lake, c'mon.

I believe anyone who gets paid to ride should support all the little guys and gals who pay to ride, buy tickets to events, clothing, etc.

These people have a hand in making supercross and all forms of motorcycle racing what it is today. If we want it to continue to grow and prosper, we must stand together. Maybe it's time for Showtime to get down off his pedestal and remember where he came from. If he doesn't, I hope that his sponsors, his fans, the media, and the sport will hold him accountable for his actions.

I'm also disappointed that *Cycle News* didn't bring this to our attention.

Tom Hernesman
Grand Rapids, MI

Godspeed, Roger

On December 22, 1995, WERA Northeast region competitor, fast guy and friend to all, Roger Rush, lost his life - 18 months after being diagnosed with cancer. I'm sure most, if not all, of his competitors didn't have a clue as to how he struggled for enough energy just to get to Summit Point or Nelson Ledges. When we got to the track and he suited up, he was focused on his favorite thing in life.

Roger's talent and determination earned him second-place finishes in D Superbike and Formula II Novice for 1995. He had attained his goal which was to have enough points to make the Grand National Final. Unfortunately, his health would not allow it. He was a well-liked person with enough support to take his white number plate as far as his talent would go.

All we can do now is wonder what might have been. Thanks Roger for the memories. Life will never be the same.

Dennis Bieber
Skippack, PA

Letters to the editor should be sent to Voices, Cycle News, P.O. Box 498, Long Beach, CA 90806-0498, faxed to 310/427-6685 or e-mail, editor@cyclenews.com. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing. Anonymous letters will not be considered for publication. All letters should contain the writer's name, address and daytime phone number ... Editor.

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ON THE FRONT COVER

Jeremy McGrath won the season-opening Orlando Supercross for the third straight time. Photo by Kinney Jones.

This year 218 different motorcycle races all end at the bank. Because Suzuki's Off-Road Contingency Program is posting $775,700 in winnings for 1996. So grab some deposit slips and a Suzuki RMX250 or DR350. They're famous for winning championships. Like the 1994 and 1995 AMA National Reliability Enduro Series and the 1995 AMA Four-Stroke Grand National Cross Country Series. This year you can ride them to fortune. Stop by your local Suzuki dealer for a brochure with all the details and a complete pay-out schedule. Then get ready for a season of whoop-munching, rock-hopping, bark-busting, mud-slinging scrambles to the finish. In other words, just another trip to the bank.

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It's McGrath

By Kit Palmer
Photos by Kinney Jones

ORLANDO, FL, JAN. 13

New faces, new teams, new numbers and a new season greeted fans at the opening round of the AMA Supercross Series in Orlando, Florida, but one thing was the same as it has been for the last three years, as Jeremy McGrath added yet another win to his impressive resume.

McGrath left little doubt in anyone's mind that he is - once again - the rider to beat in this year's AMA Supercross Series, as if there were any doubts in the first place. In front of a huge crowd of 40,963 spectators that filled the Citrus Bowl on a bitterly cold night in Central Florida, the Team Honda/1-800-Collect/Fox rider romped to victory in typical McGrath form and fashion: He blasted to the front of the pack right off the start, battled briefly with Honda of Troy's Mike Brown, then pulled out to a comfortable lead and cruised to his 30th career supercross victory and his third straight at Orlando. As he has done so many times throughout his illustrious career, he made win number 30 look easy.

"This is a big race," said McGrath. "It's always good to win the first one of the season. It's a real confidence builder."

McGrath also put to rest any question about his knee that was operated on during the off-season. Despite having to miss two weeks of training after the incision had become infected, McGrath showed no signs of slowing down. "The arthroscopic surgery wasn't a big deal and the knee is 100 percent," he said.

While McGrath's win came as no big surprise, the two riders who filled the remaining spots on the podium surprised nearly everyone.

To most people, the number "13" means bad luck, but for privateer Phil Lawrence of the Great Western Race Team, it means quite the opposite. Like former supercross champ Rick Johnson did back in 1989, Lawrence chose to keep the "unlucky" number that was assigned to him for the '96 season. His luck should have been doubly bad Saturday night, since the date of the Orlando Supercross fell on the 13th, but instead, Lawrence looked superstition in the eye and turned in what was

(Left) Jeremy McGrath was his old self at the '96 AMA Supercross Series opener at Orlando. He jumped out in front early, pulled away and barely worked up a sweat en route to his 30th career SX win. (Below) Kawasaki-mounted Phil Lawrence, of the newly formed Great Western Race Team, surprised everyone by finishing a strong second in the 250cc main event.

(Left) McGrath grabbed the holeshot in the 250cc feature, but Honda of Troy's Mike Brown (9) gave him a race for one lap before McGrath took off.
(Below) Mickael Pichon cruised to victory in the 125cc feature on his chromed SplitFire/Pro Circuit/Kawasaki KX125.

undoubtedly the best ride of his career and, for it, was rewarded with a hard-fought and well-deserved second-place finish. His previous best SX finish was a fourth.

"I guess I'm tired of getting shoved around," said a jubilant Lawrence. "I know I have the speed and the talent to hang with those guys, but something always seems to happen. I've had more confidence lately and I'm not going to let anyone shove me around anymore."

Lawrence didn't just "luck" into second place, either. Lawrence, riding his team's all-white Kawasaki, completed the first lap of the feature in fifth place and clawed and scratched his way into second place after passing Honda of Troy's Mike Craig, Brown and Team Yamaha's Damon Bradshaw. The Californian moved into second place on the eighth lap and would go on to finish there just inches ahead of Bradshaw, another rider who placed much higher than most people had expected.

Bradshaw started off in third and ran second for a few laps before coming up short over a triple, which gave Lawrence just enough room to squeeze by him. Bradshaw held his ground and pressured Lawrence to the finish but could never make the pass. In what was his first supercross race since 1993, this was Bradshaw's most impressive ride since coming out of retirement last May.

"I'm happy," said Bradshaw, who qualified for the main event via a fifth-place finish in the semi, "(and), yes, I'm a little surprised to finish on the podium. Mainly because I hadn't had a good start all night, and third place is the best I've ever done here (at Orlando). I felt really good, my body is 100 percent and this really boosts my confidence."

And what about Team Suzuki's newest member Mike LaRocco, Honda's Steve Lamson and Kawasaki's Damon Huffman, Ryan Hughes and Jeff Emig? None of these recently much-talked-about factory-backed racers got the start they had hoped for. Instead, they spent the entire race making up for their poor getaways. LaRocco, who rounded the first lap in ninth, ran into more problems on the fourth lap while eyeing Team Suzuki's Ezra Lusk for fifth. LaRocco lost the front end of his Suzuki in a tight right-hand turn and suddenly found himself in 14th. By the end of the 20-lap race, LaRocco had climbed back up to fifth, one spot behind two-time West Coast 125cc SX Champion Damon Huffman, who got off to a 10th-place start, two spots behind teammate Hughes. After moving up to sixth, Hughes eventually tangled with Craig, an incident that would later result in an off-the-track brawl involving a number of riders and mechanics moments after the race. Hughes would end up eighth with a bent motorcycle.

Emig failed to live up to his high expectations on the night, simply saying, "I just didn't feel too well tonight." The new Team Kawasaki member finished ninth and was never a factor among the leaders. "For some reason, I was really nervous today and just felt tight. But I've always been a slow starter, and I know things will come together."

Not only did Bradshaw give Team Yamaha an encouraging performance, but so did 17-year-old Kevin Windham, who competed in the 250cc class for the first time. Windham, whose primary concern will be the West Coast 125cc Series which gets under way at the Anaheim Supercross, January 27, proved he can mix it up with the best of them on a 250. Windham started off the race way back in 16th place but picked off riders one by one until he had a lock on seventh place, finishing right on Craig's shirttails.

"I started off a little slow but put on a charge halfway through," Windham said. "I felt better towards the end."

Honda of Troy's Brian Swink rounded out the top 10 after a 17th-place start. Team Honda's Steve Lamson was one of many riders who complained of arm pump-up. The 125cc outdoor National MX Champion couldn't make amends for a poor start and finished a disappointing 11th. Kyle Lewis, the now sole member of Team Noleen, finished 12th, while early leader Mike Brown faded all the way back to 13th, he too complaining of arm pump. Larry Brooks, team manager/rider of the new Chaparral racing team, took 14th ahead of last year's series runner-up Larry Ward. Ward, one of Honda of Troy's newest recruits, was another rider stricken by the dreaded arm pump. "I just pumped up," he said. "We adjusted the rear suspension too stiff for this track, and it just beat my arms and I couldn't hold on. Other than that, I love the bike, the power and the way it feels. Overall, I can't get too bummed. I'll be back."

Ward finished just ahead of Team Suzuki's Ezra Lusk who had a promising seventh-place start. But his ride started going downhill when he fell over all alone in a turn early on and just could never get his rhythm back. Denny Stephenson, a longtime Suzuki rider-turned Kawasaki rider finished 17th, just ahead of his Great Western teammate Buddy Antunez. Yamaha rider Gene Naumec went home in 19th, while Jimmy Button, now competing on the newly formed Xtreme/PJ-1/Atomic 22/Burnsville Yamaha team, officially finished last after crashing hard on the first lap. Button was slow to his feet before climbing back on his bike and riding to the pits, where he called it a night.

In the 125cc East Coast feature, there were plenty of surprises as well, but none of which had anything to with defending champ Mickael Pichon winning. The team SplitFire/Pro-Circuit/Kawasaki team rider was untouchable, leading from start to finish, unscathed.

"This is a nice win," said the Frenchman. "What could be better than this? New bike, new truck (referring to the team's new and bigger semi truck), winning the first race and carrying the number-one plate. I felt very strong, I didn't get tired at all, and the bike is so good. I'm really happy."

Finishing a distant second was Team Yamaha's John Dowd, who perhaps had the ride of the night after getting off to a 10th-place start and working his way into second four laps from the end. He proved to many doubters that a 30-year-old MXer *can* race a 125 competitively.

"I was nervous today because I really didn't know what to expect," said Dowd, who was all smiles after the race. "I got a bad start but that seemed to help me relax. I don't know what it is, but I really seem to do well on 125s."

The large crowd had high hopes for Florida's own Tim Ferry. Last year's Orlando 125cc winner, Ferry finished a close second to Pichon in an earlier heat race but could finish no higher than third in the 15-lap feature. At one point in the race, Ferry was within striking distance of Pichon but suddenly fell, which all but ended his chance for the all-important opening-round win. Ferry was soon back in second, but Pichon was long gone. Later in the race, though, Ferry was defenseless against the advancing Dowd and surrendered third to the Yamaha pilot.

Rounding out the top five in the race were Suzuki riders Nathan Ramsey and Barry Carsten.

Perhaps the biggest disappointment of the night involved Team Suzuki's Greg Albertyn, the two-time World 250cc MX World Champion from South Africa. After having just recuperated from a broken wrist that required reconstructive surgery, Albertyn crashed in a long section of whoops that stretched from one end of the stadium to the other in a semi race and dislocated his right shoulder. The incident was remarkably similar to that of last year's Orlando Supercross where he dislocated the same shoulder in the *same* semi race. And, just like last year, Albertyn walked off the track holding his injured arm over his head.

250cc

Ward proved that his reputation as a good starter wouldn't change after switching teams, as he outgunned everyone to the first turn in the first 250cc heat race. Unfortunately, Ward carried way too much speed into the turn and drifted wide, letting Team Chaparral's Brooks, Lawrence and Huffman all dive underneath him. Brooks led for a lap before Lawrence took over.

Ward soon moved into second after passing Brooks and would chase Lawrence for the next four laps, but to no avail. Huffman, meanwhile, took over third and was beginning to challenge Ward, who eventually succumbed to Huffman's persistence. A lap later, Huffman squared off a tight right-hand turn and squeezed by Lawrence and moved into the lead. Huffman cruised from then on, winning the first 250cc heat race of the year. LaRocco, who had gotten off to one of his typical midpack starts, spent the entire race working his way up through the pack. He finally zapped Lawrence on the last lap, making the final finishing order Huffman, LaRocco, Lawrence and Ward.

Those who failed to transfer included such notables as Emig, Craig and Brooks, who crashed back to 12th.

Round 1: Citrus Bowl

The second heat race saw McGrath and Lamson go at it for a while. Lamson actually passed McGrath for the lead on the first lap but could not hold back the defending champ for long. McGrath took control of the lead on the second go-around and was never challenged the rest of the race, while Lamson cruised all alone in second to the finish. Lusk looked to have third place in the bag until Hughes zapped him on the last lap. Finishing one spot out of a transfer position in fifth was Albertyn, followed by Swink, Bradshaw, Brown and Windham.

Honda of Houston's Jeff Dement led the start of the first 250cc semi but crashed before the first lap was completed. Craig was the beneficiary of Dement's fall and suddenly found himself with a big lead, followed by Great Western's Denny Stephenson, Brooks and Lewis, who would later get passed by BSY Racing's Gene Naumec. Mired in the middle of the pack was Emig.

Craig opened up a commanding lead over Stephenson, while Brooks crashed out of the picture, handing Naumec third. Emig, however, was the rider to watch as he steadily climbed through the pack, eventually taking over third place from Naumec, who was also later repassed by Lewis. Stephenson was Emig's next victim, making the final finishing order Craig, Emig, Stephenson, Lewis and Naumec, all of whom transferred to the main event.

The second semi was easily handled by Brown. He led from start to finish, while Windham edged out Swink for second. Finishing fourth and fifth were Button and Bradshaw, respectively. Albertyn was running second before crashing in the whoops and injuring his shoulder on the second lap.

Brooks scored a wire-to-wire victory in the Last Chance Qualifier, where only the top two riders transfer to the main event. Shaun Kalos of the Xtreme team looked to have second place all to his own until crashing, handing Antunez the last ticket to the show.

(Above) Team Yamaha's Damon Bradshaw (28), here sandwiched between Phil Lawrence (13) and Damon Huffman (10), also turned in a surprising ride. Bradshaw finished right behind Lawrence for third, his first rostrum appearance since 1993. (Right) It took half the race before Team Kawasaki's Damon Huffman loosened up. Huffman went on a tear late in the race and nearly passed Bradshaw on the last lap. He finished fourth.

McGrath powered his Skip Norfolk-tuned Honda into the lead at the start of the 20-lap final, but Brown wanted to give McGrath at least a little bit of a race. He challenged McGrath down the first straight and actually passed the number-one plate holder going into the next turn, but McGrath quickly retaliated on the next lap. Brown hung close to McGrath for a while, but he - along with everyone else - just couldn't match McGrath's ever-increasing pace. Brown rode well, hanging on to second place for five laps before beginning his slide backward through the pack.

"I had never been out in front before like this, and I just didn't know what to do," admitted Brown. "I kept thinking, 'What am I doing up here?' It was all in my head. I tried not making any mistakes, but I just kept making more mistakes. I beat myself, but now I know what it's like running up there, so it was a learning experience. I'll know what to do next time."

Brown finished 13th.

Craig held down third for a while, ahead of Lawrence and Bradshaw, who were trading places back and forth. Bradshaw and Lawrence soon got around Brown, then Craig, making the top five after seven laps McGrath, Bradshaw, Lawrence, Craig and Hughes.

By now, McGrath had opened up a big lead, while Bradshaw and Lawrence continued their battle for second. Lawrence eventually saw his chance and pounced when Bradshaw bobbled over a triple jump. He got out of shape approaching the jump and rather than risk coming up short over the triples, Bradshaw doubled the jumps while Lawrence tripled by him. Bradshaw stayed close to Lawrence for the rest of the race but could never make a serious pass attempt.

"I was hoping Phil was going to get tired, because I was getting a little ragged," said Bradshaw. "I still need to get a little stronger, but I feel I'm on the right track."

By the halfway point, Huffman was the rider to watch as he started to pressure his teammate Hughes for fifth. They mixed it up for a while until Huffman made a clean pass on his longtime rival. Huffman then set his sights on Craig and picked him off two laps later. He then closed in on Bradshaw and nearly passed him on the last lap.

"I'm happy, for sure," said Huffman. "I wanted to finish in the top five, and I was a little nervous at the beginning. I didn't make any big mistakes, and once I got by Ryan, I really loosened up."

Things heated up between Craig and Hughes late in the race. While dicing for fifth, the two riders collided in the turn, sending both riders sprawling.

"Craig took me out," said Hughes. "I was in the corner, he just killed me. It (the crash) bent my front brake disc and the axle. The front wheel barely turns."

Craig blamed Hughes for the get-together. "I was on the inside and he was on the outside," said Craig. "I had the pass, and the line I was in comes together with the outside line. He saw me and just held it wide open right into the back of me. He should've backed off. I bet he had his eyes closed."

After the race, tempers flared. While riding back into the pits from the track, an all-out brawl developed when Hughes rode by Craig and bopped him on the back of the helmet with his hand.

"He got me pretty good, so I grabbed a couple of gears and ghost rode my bike into him," said Craig. "After all, he did it to me on the track."

Hughes' mechanic Wyatt Seals saw the incident and tackled Craig to the ground, and the two traded punches. Swink, seeing his teammate pinned, jumped in, as did Huffman's mechanic Brian Lunniss and Swink's mechanic Marshal Plumb. "Pit boards were flying," said one witness.

The brawl ended as quickly as it started, and everyone retired to the pits.

"The magazines will have a field day with this," joked Craig.

"I just want to apologize to the fans who saw it and to Kawasaki," said Seals. "I feel bad; I'm not proud of what I did, but I just couldn't let that happen to my rider."

The crash dropped Hughes back to eighth at the finish, while Craig dropped to sixth behind LaRocco.

Emig and Swink rounded out the top 10.

"I'm still motivated to win," said McGrath afterwards. "It helps to win the first race because it tells you you're going to have a pretty good season."

As for the track, McGrath said, "It wasn't that difficult. The jumps were easy and everyone could do them. That makes it harder to pull away, but it does make racing tighter."

125cc

John Dowd blasted out of the gate at the start of the first 125cc heat race but carried too much speed into the first turn and plowed into the outside hay bales. Kawasaki Team Green's Shaun Perolio moved into the lead ahead of Suzuki of Winston-Salem's Nathan Ramsey, F&S Suzuki's Davey Yezek and Bromley Cycle's Barry Carsten. Perolio led for the next three laps until both Yezek and Carsten passed him, then Ramsey. Yezek went on to win, followed by Carsten, Ramsey and Perolio.

Dowd ended up 11th.

The second heat race featured both Ferry and Pichon, and, as expected, the two battled from start to finish. Ferry led most of the way until getting passed by the defending champ on the last lap. Team Chaparral's Brian Deegan, riding a Honda, finished third followed by Rossini Racing's Tommy Clowers.

Dowd came back and easily won the LCQ, followed by Suzuki Sports' Scott Sheak, Fun Center's Joel Dengler and Montgomeryville Cycle's David Kratz.

Pichon blew out of the gate and into the lead at the start of the 125cc final just ahead of Xtreme Team's Cory Keeney, Carsten and Perolio. Back in seventh was Ferry, much of which had to do with him getting a poor pick on the starting line. Ferry was late to the staging area before the race and, as a result, had to line up on the far outside. By the time Ferry had worked his way into second - on the third lap - Pichon was already long gone. Again, buried in the back of the pack was Dowd.

"I just didn't know what gear to start in - first or second," said Dowd of his poor start. "I tried both earlier and neither seemed to work. I just couldn't get out of the gate."

By the seventh lap, Pichon had built up a 10-second lead over Ferry, who also had pulled clear of the tight battle involving Carsten and Ramsey for third, while

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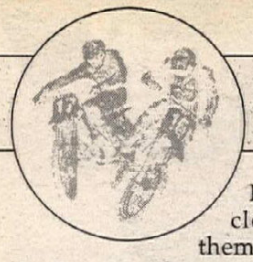

SUPERCROSS
AMA Supercross Series

Round 1: Citrus Bowl

Keeney kept a close eye on them in fifth. Suddenly, Ferry washed out in a turn, and both Carsten and Ramsey motored by, but Ferry quickly recovered and passed them both right back. The crash ended any chance he had of catching Pichon.

Dowd had climbed up through the pack, passed Ramsey and Carsten, then closed in on Ferry with four laps to go. Dowd wasted little time in getting around the Suzuki rider and took control of second place.

Pichon took the checkered flag with plenty of room to spare over Dowd and Ferry. Ramsey came out on top of his race-long dice with Carsten. Sheak climbed from 13th to sixth, while Deegan, Jeff Curry, Jim Neese and Anthony Pocorobba rounded out the top 10.

Earlier heat-race winner Davey Yezek crashed on the first lap but rebounded by finishing 11th.

Pichon was pleased with his win. "Everything just worked out so well tonight," he said. "Last year I only got one holeshot all year, but tonight I got two. The bike is so good. I didn't really like the track, tonight. It was too fast, too easy. I like more technical tracks, but if you can win on tracks you don't like, that's very good." CN

Citrus Bowl
Orlando, Florida
Results: January 13, 1996

125 HEAT 1 (6 laps, top 9 riders transfer): 1. Davey Yezek (Suz); 2. Barry Carsten (Suz); 3. Nathan Ramsey (Suz); 4. Shaun Perolio (Kaw); 5. Matt Shue (Yam); 6. Steven Herman (Suz); 7. Anthony Pocorobba (Suz); 8. Robbie Skaggs (Kaw); 9. Jef Janssen (Yam); 10. Tony Lorusso (Hon); 11. John Dowd (Yam); 12. David Kratz (Suz); 13. Gaylon Dickson (Yam); 14. Chad Shepard (Suz); 15. Travis Kobush (Hon); 16. William Wilson (Hon); 17. Kenneth Jones (Hon); 18. Alex McElyea (Suz); 19. James Eickel (Yam); 20. Neil Woerner (Suz).
Time: 5 min., 27.83 sec.

125 HEAT 2 (6 laps, top 9 riders transfer): 1. Mickael Pichon (Kaw); 2. Tim Ferry (Suz); 3. Brian Deegan (Hon); 4. Tommy Clowers (Suz); 5. Corey Keeney (Yam); 6. Jim Neese (Hon); 7. Jim Curry (Suz); 8. Mike Treadwell (Suz); 9. Joe Oehlhof (Suz); 10. Scott Sheak (Suz); 11. Jeff Hedden (Suz); 12. Joel Dengler (Suz); 13. Jim Povolny (Kaw); 14. Carlo Coen (Suz); 15. Jim Chester (Suz); 16. Doug Stone (Kaw); 17. Jeff Yentzer (Kaw); 18. Shane Lawson (Hon); 19. Ryan Duff (Hon); 20. Paul Currie (Kaw).
Time: 5 min., 20.14 sec.

125 LCQ (4 laps, top 4 riders transfer): 1. John Dowd (Yam); 2. Scott Sheak (Suz); 3. Joel Dengler (Suz); 4. David Kratz (Suz); 5. Gaylon Dickson (Yam); 6. Jeff Yentzer (Kaw); 7. Carlo Coen (Suz); 8. Alex McElyea (Suz); 9. William Wilson (Hon); 10. Jim Povolny (Kaw); 11. Kenneth Jones (Hon); 12. Ryan Duff (Hon); 13. Tony Lorusso (Hon); 14. Jim Chester (Suz); 15. Doug Stone (Kaw); 16. Chad Shepard (Suz); 17. Travis Kobush (Hon); 18. Jeff Hedden (Suz); 19. Shane Lawson (Hon); 20. Neil Woerner (Suz); 21. Paul Currie (Kaw).
Time: 3 min., 35.21 sec.

125 MAIN (15 laps): 1. Mickael Pichon (Kaw); 2. John Dowd (Yam); 3. Tim Ferry (Suz); 4. Nathan Ramsey (Suz); 5. Barry Carsten (Suz); 6. Scott Sheak (Suz); 7. Brian Deegan (Hon); 8. Jeff Curry (Suz); 9. Jim Neese (Hon); 10. Anthony Pocorobba (Suz); 11. Davey Yezek (Suz); 12. Tom Clowers (Suz); 13. Shaun Perolio (Kaw); 14. Mike Treadwell (Suz); 15. Joe Oehlhof (Suz); 16. Robbie Skaggs (Kaw); 17. David Kratz (Suz); 18. Steven Herman (Suz); 19. Jef Janssen (Yam); 20. Matt Shue (Yam); 21. Cory Keeney (Yam); 22. Joel Dengler (Suz).
Time: 13 min., 18.79 sec.

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES POINT STANDINGS: (After 1 of 12 rounds): 1. Michael Pichon (25); 2. John Dowd (22): 3. Tim Ferry (20); 4. Nathan Ramsey (18); 5. Barry Carsten (16); 6. Scott Sheak (15); 7. Brian Deegan (14); 8. Jeff Curry (13); 9. Jim Neese (12); 10. Anthony Pocorobba (11); 11. Davey Yezek (10); 12. Tom Clowers (9); 13. Shaun Perolio (8); 14. Mike Treadwell (7); 15. Joe Oehlhof (6); 16. Robbie Skags (5); 17. David Kratz (4); 18. Steven Herman (3); 19. Jef Janssen (2); 20. Matt Shue (1).

250 HEAT 1 (8 laps, top 4 riders transfer): 1. Damon Huffman (Kaw); 2. Mike LaRocco (Suz); 3. Phil Lawrence (Kaw); 4. Larry Ward (Hon); 5. Denny Stephenson (Kaw); 6. Jeff Emig (Kaw); 7. Kyle Lewis (Yam); 8. Thierra Bethys (Hon); 9. Jeff Dement (Hon); 10. Daniel Obefico (Hon); 11. Mike Craig (Hon); 12. Larry Brooks (Yam); 13. Danny Castillo (Kaw); 14. Avo Leok (Hon); 15. Chris Brown (Suz); 16. Christopher Bailey (Hon); 17. Gene Naumec (Yam); 18. Kevin Crine (KTM); 19. Doug Stone (Kaw); 20. Jeff Hedden (Suz).
Time: 6 min., 58.14 sec.

250 HEAT 2 (8 laps, top 4 riders transfer): 1. Jeremy McGrath (Hon); 2. Steve Lamson (Hon); 3. Ryan Hughes (Kaw); 4. Ezra Lusk (Suz); 5. Greg Albertyn (Suz); 6. Brian Swink (Hon); 7. Damon Bradshaw (Yam); 8. Mike Brown (Hon); 9. Kevin Windham (Yam); 10. Shaun Kalos (Yam); 11. Buddy Antunez (Hon); 12. Travis Hodges (Suz); 13. Jon Ortner (Yam); 14. Andrew Catanzaro (Hon); 15. Travis Blackburn (Kaw); 16. Austin Squires (Suz); 17. Jimmy Button (Yam); 18. Barry Carsten (Suz); 19. Mike Treadwell (Suz); 20. Gaylon Dickson (Yam).
Time: 6 min., 50.46 sec.

250 SEMI 1 (6 laps, top 5 riders transfer): 1. Mike Craig (Hon); 2. Jeff Emig (Kaw); 3. Denny Stephenson (Kaw); 4. Kyle Lewis (Yam); 5. Gene Naumec (Yam); 6. Larry Brooks (Yam); 7. Thierra Bethys (Hon); 8. Chris Brown (Suz); 9. Avo Leok (Hon); 10. Jeff Hedden (Suz);

Yamaha's John Dowd looked impressive in the 125cc main. He came from way back to finish second after passing Suzuki's Tim Ferry (20) late in the race.

Briefly...

For his first win of the season, **Jeremy McGrath** earned a $5000 share of the $30,200 250cc-class purse. Runner-up **Phil Lawrence** went home $3500 richer, and third-placed **Damon Bradshaw** was awarded $2000. Eastern Regional 125cc-class winner **Mickael Pichon** took home $2000 of the $10,200 125cc-class purse.

Team Kawasaki debuted a shocking new look at Orlando, as the factory KX250s ridden by **Jeff Emig**, **Damon Huffman** and **Ryan Hughes** were **fluorescent green**. The fenders, radiator shrouds and frames were of the bright new color, while the seat covers remained purple. The new look brings to memory the 1992 season, when Team Honda unveiled their fluorescent red CRs. The new Kawasakis look spectacular, making the stock lime-green color look drab in comparison. Oddly enough, there were no stock-looking Kawasakis in the 250cc-class main, as the KX250s ridden by the Great Western team of **Phil Lawrence**, **Buddy Antunez** and **Denny Stephenson** were white and blue.

And speaking of the newly formed **Great Western Race Team**, the **Jim Castillo**-owned team was quite successful in its first outing. Though **David Castillo** failed to make the main event, finishing 15th in the last chance qualifier, the three more-experienced team members did quite well with second-placed **Phil Lawrence** being the standout performer. Making Lawrence's performance even more impressive is the fact that the Kawasaki KX250 he competed aboard boasted a **bone-stock motor**. Lawrence used a Pro Circuit pipe and silencer. Apparently, Lawrence tested several modified engines, but preferred the stocker.

Immediately following the 250cc-class main event, talk was heard that runner-up **Phil Lawrence** would be ineligible for the Kawasaki Team Green Contingency because his machine failed to have any green bodywork or Kawasaki logos. Team owner Jim Castillo, however, laid those rumors to rest. "We talked to Team Green's Mark Johnson right after the race, and he said that Phil would still be paid," said Castillo. "We don't have the bikes completely done up as they should be yet - we're shooting for Anaheim. We're going to get some green on there somehow." Castillo said that the bike would have differently shaped radiator shrouds that gave a full-coverage look. Lawrence will be paid $6000 in contingency by Team Green - a full $1000 more than McGrath's winning share of the purse. Of course McGrath took home his share in contingencies and bonuses, from Honda, as well.

Team Yamaha's **Kevin Windham** made his 250cc-class debut at Orlando and was happy to finish inside the top 10 in his first try. "Everything is easier to jump on a 250 because of the power," said Windham, who crossed the finish line seventh. "I was a little tight in practice and in my heat race, but I loosened up in the main. I'll be racing the 250 at all of the rounds that aren't 125cc West races." After watching his elder teammate **John Dowd** turn in an impressive second-place finish in the 125cc Eastern Regional main, Windham excitedly declared, "Next week in Minneapolis (an East/West combined race), me and JD are gonna team up and work together."

After spending the 1995 season abroad and finishing fifth in the 125cc World MX Championship Series, Arizona's **Jimmy Button** jumped at the chance to sign with the recently formed **Xtreme/PJ1/Atomic 22/Burnsville Yamaha Team**. "I hated it in Europe, and I definitely didn't want to go back," said Button. "This deal came together 12 days before this race. I realized that I had to stay in America when I finished in the top five at most of the off-season supercross races. Why should I be racing GPs when I can be competitive in American Supercross? It would have been stupid." Button crashed on the first lap of the 250cc main and returned to the pits.

Every member of the **Honda of Troy** team - **Larry Ward**, **Mike Craig**, **Mike Brown** and **Brian Swink** - had hybrid exhaust pipes fitted on their Honda CR250s. All of the pipes featured stock headers with Pro Circuit-built cones on top. Pro Circuit silencers were used. "We tested a lot of different combinations," said Team Manager **Erik Kehoe**, "but the stock header pipe was the best."

Several of the race teams - factory and privateer - debuted **new race rigs** at Orlando. **Team Kawasaki** had the largest, as their new trailer boasted three axles. According to team manager Roy Turner, the three-axle design provides more interior space. At the bottom of the steps was a sign warning riders, "No boots in the lounge." "Yeah, that will last about two months," joked Ryan Hughes as he removed his boots before entering.

Team SplitFire/Pro Circuit/Kawasaki replaced their old fifth-wheel trailer with Kawasaki's old factory semi, and **Honda of Troy** ditched their numerous box vans in favor of a new semi as well. Several new privateer teams had fifth-wheel trailers, including the **Xtreme/PJ1/Atomic 22/Burnsville Yamaha** and **Chaparral** squads. According to manager Roger DeCoster, **Team Suzuki** will debut a semi similar to Kawasaki's at the Anaheim round. **Team Honda/1-800-Collect/Fox** will keep their fleet of box vans for at least one more season.

Before the start of the program, a tribute was held in memory of Kawasaki Team Green's **J.D. Collins**, a 19-year-old racer who was killed in a crash at Ocala MX Park the previous weekend.

In the off-season, **Ryan Hughes** enlisted the help of **"Professor" Gary Bailey**. "Every other professional sport seems to have coaches, so why shouldn't motocross racers?" said Hughes. "It's not that I wanted Gary to change my riding style - and not that he could if he wanted to - I just needed some help fine tuning my technique. I feel that I've improved, it's just gonna take some time to do everything that he's taught me."

In the Eastern Regional 125cc main event, it looked as if one racer was competing in his street clothes. Former Team NCY rider **Tommy Clowers** took to the track in a set of snowboard gear, which consisted of a nylon jacket and baggy pants.

Approximately halfway through the 250cc-class main event, **plastic and wood** began to show through the dirt in a deep rut following the finish-line jump.

Before the start of the 250cc-class main, **Damon Bradshaw** commented that it was his goal to "be in the race... A podium finish at every round is my goal, but we'll have to see," said Bradshaw. When asked if it was good to be back, Bradshaw smiled and replied, "Oh yeah, it's a lot of fun. I've been riding at the Yamaha supercross track quite a bit, and in comparison, this track is easy."

Former 250 and 500cc National Champion **Mike LaRocco** declared that he was up to speed, in spite of the time off he needed to rehabilitate his injured left knee. "With braces on, I'd say I'm at 100 percent," said LaRocco. "Ideally, I'd like to be to the point where I could be 100 percent without braces, but I'll never race again without them on." Although LaRocco injured only his left knee, he wore a brace on his right leg as well. "I don't want to go through that hell again, no way," he said.

Team Honda of Troy owner **Phil Alderton** was a picture of relief at Orlando, as the first race had finally arrived and his team was complete. "The last few weeks have been really hectic," he said. "Getting the new semi, the bikes and the gear all ready was unbelievably stressful." When asked if he ever imagined his team being as large and as powerful as it is now, Alderton replied, "Back in 1993 when I sponsored Erik Kehoe, that was a dream come true. But the team I have now, well, it's pretty incredible."

Former factory Honda mechanic **Dan Betley** joined the Honda of Troy squadron and will serve as the team's senior technician. "Basically, I will oversee all of the mechanical stuff and take care of the team's suspension," said Betley, who tuned for Jeff Stanton for several years before declaring burnout and retiring. "I got really tired of all the travel and had to quit back in 1993. I moved to Idaho and opened up a Snap-On Tools franchise, but I found out that I'm no salesman - I need to work with my hands. I'm actually excited about the travel again - the stress level dealing with a team isn't as high as it was working for just a single rider."

New Team Yamaha member **Doug Henry** was on hand as a spectator at Orlando. "I'd say that I'm about 85 to 90 percent right now," said Henry, who was seriously injured in a crash towards the end of the 1995 season. "My back doesn't bother me at all anymore, I'm just waiting to get a doctor's release. I'm hoping to be able to race by the Atlanta Supercross." Because he will miss several supercrosses, Henry will focus his sights on the upcoming 250cc National Championship Series. "I think I can win the outdoor title," he said. "I won't be 100 percent by Gainesville, but then again - no one else will be either."

Though **Jeremy McGrath** scored yet another runaway win in the 250cc main, the hardest charger in the field had to have been Kawasaki's **Damon Huffman**. The rookie started poorly and set a blazing pace as he raced up to fourth, and turned in some of the evening's fastest trips through the whoops along the way. On average, McGrath required 7.53 seconds to negotiate the extra-long whoop section, but Huffman repeatedly tackled the obstacle in 7.20 seconds. Though he missed the podium, Huffman was happy with his performance. "I'm pumped with fourth," he said. "I felt really fast towards the end of the race. I just need to get a better start next week."

John Dowd was equally pleased with his runner-up finish in the Eastern Regional 125cc main. "I can actually get sideways on a 125!" joked the 30-year-old, who is hardly known for his aerial acrobatic abilities. "I don't recognize most of the guys I'm racing against, but it's still tough. Riding a 125 is harder in some areas, but easier in others, so I guess it evens out. I need the most work on my starts. I never know whether to use first or second gear."

11. Christopher Bailey (Hon); 12. David Castillo (Kaw); 13. Doug Stone (Kaw); 14. Daniel Obefico (Hon); 15. Jeff Dement (Hon); 16. Kevin Crine (KTM).
Time: 5 min., 18.52 sec.

250 SEMI 2 (6 laps, top 5 riders transfer): 1. Mike Brown (Hon); 2. Kevin Windham (Yam); 3. Brian Swink (Hon); 4. Jimmy Button (Suz); 5. Damon Bradshaw (Yam); 6. Barry Carsten (Suz); 7. Buddy Antunez (Hon); 8. Shaun Kalos (Yam); 9. Travis Hodges (Suz); 10. Mike Treadwell (Suz); 11. Andrew Catanzaro (Hon); 12. Gaylon Dickson (Yam); 13. Austin Squires (Suz); 14. Jon Ortner (Yam); 15. Travis Blackburn (Kaw); 16. Greg Albertyn (Suz).
Time: 5 min., 10.76 sec.

250 LCQ (6 laps, top 2 riders transfer): 1. Larry Brooks (Yam); 2. Buddy Antunez (Hon); 3. Jeff Hedden (Suz); 4. Thierra Bethys (Hon); 5. Shaun Kalos (Yam); 6. Daniel Obefico (Hon); 7. Kevin Crine (KTM); 8. Doug Stone (Kaw); 9. Gaylon Dickson (Yam); 10. Christopher Bailey (Hon); 11. Chris Brown (Suz); 12. Avo Leok (Hon); 13. David Castillo (Kaw); 14. Andrew Catanzaro (Hon); 15. Jon Ortner (Yam); 16. Travis Blackburn (Kaw); 17. Austin Squires (Suz); 18. Mike Treadwell (Suz); 19. Barry Carsten (Suz); 20. Jeff Dement (Hon); 21. Greg Albertyn (Suz); 22. Travis Hodges (Suz).
Time: 5 min., 22.21 sec.

250 MAIN (20 laps): 1. Jeremy McGrath (Hon); 2. Phil Lawrence (Kaw); 3. Damon Bradshaw (Yam); 4. Damon Huffman (Kaw); 5. Mike LaRocco (Suz); 6. Mike Craig (Hon); 7. Kevin Windham (Yam); 8. Ryan Hughes (Kaw); 9. Jeff Emig (Kaw); 10. Brian Swink (Hon); 11. Steve Lamson (Hon); 12. Kyle Lewis (Yam); 13. Mike Brown (Hon); 14. Larry Brooks (Yam); 15. Larry Ward (Hon); 16. Ezra Lusk (Suz); 17. Denny Stephenson (Kaw); 18. Buddy Antunez (Kaw); 19. Gene Naumec (Yam); 20. Jimmy Button (Yam).
Time: 17 min., 33.92 sec.

AMA SUPERCROSS SERIES POINT STANDINGS (After 1 of 15 rounds): 1. Jeremy McGrath (25); 2. Phil Lawrence (22); 3. Damon Bradshaw (20); 4. Damon Huffman (18); 5. Mike LaRocco (16); 6. Mike Craig (15); 7. Kevin Windham (14); 8. Ryan Hughes (13); 9. Jeff Emig (12); 10. Brian Swink (11); 11. Steve Lamson (10); 12. Kyle Lewis (9); 13. Mike Brown (8); 14. Larry Brooks (7); 15. Larry Ward (6); 16. Ezra Lusk (5); 17. Denny Stephenson (4); 18. Buddy Antunez (3); 19. Gene Naumec (2); 20. Jimmy Button (1).

A familiar face was spotted in the Orlando pits, handing out Oakley goggles and sunglasses to various racers. Former factory Honda, Kawasaki and Suzuki rider **Johnny O'Mara** has replaced **Louis Wellon** as Oakley's Sports Marketing Manager. Wellon has moved on to pro golf and auto racing series. After retiring from motocross at the end of the 1990 season, O'Mara went on to pursue a career racing mountain bikes and captured the 1991 NORBA Expert Cross Country National Championship. "I was planning to race mountain bikes again this year, but Oakley approached me at just the right time," said O'Mara. "I'm excited about following the circuit again. I've been away from racing long enough that I can watch without wishing that I was out there." O'Mara was the '83 125cc National Champion, the '84 250cc Supercross Champion, and a five-time member of the winning U.S. Motocross des Nations team.

Team KTM is fielding a two-man team for '96, but only **Kevin Crine** made the trip to Orlando for the Austrian manufacturer. **Ty Wallace**, the other team member, broke his arm four weeks ago while practicing. Crine failed to qualify for the main event.

Craig Decker, the factory Team Suzuki rider who broke his back last year, will most likely miss the first few rounds of the West Coast 125cc SX Series rounds. According to team manager Roger DeCoster, Decker has been practicing and was hoping to compete in Orlando in the 250cc class, but his doctor has yet to give him the okay to race. "You just don't take chances with your back," said DeCoster. "When the doctor decides he's ready, then Craig will be back. When that is exactly, I don't know."

James Dobb, the former SplitFire/Pro Circuit/Kawasaki and Honda of Troy team rider, has yet signed a major deal for 1996. He did not ride in Orlando, but it looks as though Roger DeCoster will try to help out the Englishman. There's a chance Dobb might ride Decker's bike until he returns to action.

Scott USA's **Bevo Forti** says he's not quiting the company. "For some reason, I've been getting a bunch of phone calls asking me if the rumors were true," said Forti. "Hey, I'm married, have two kids - no, I'm definitely not quitting."

-Donn Maeda

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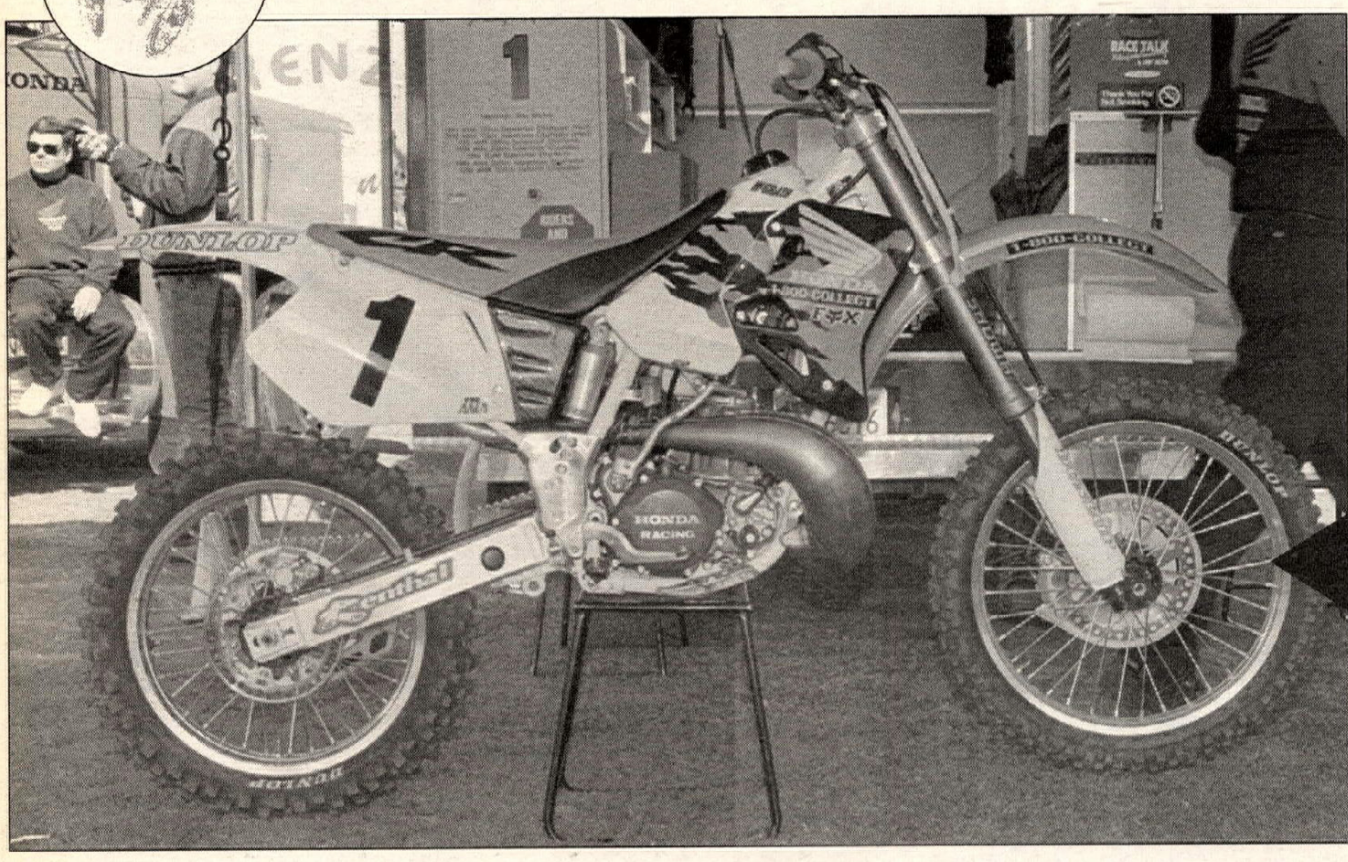
FEATURE

A look at the '96 SX machinery



Team Honda/1-800-Collect/Fox
Jeremy McGrath's CR250
Tuner: Skip Norfolk

Team Kawasaki
Jeff Emig's KX250
Tuner: Jeremy Albrecht

The 10

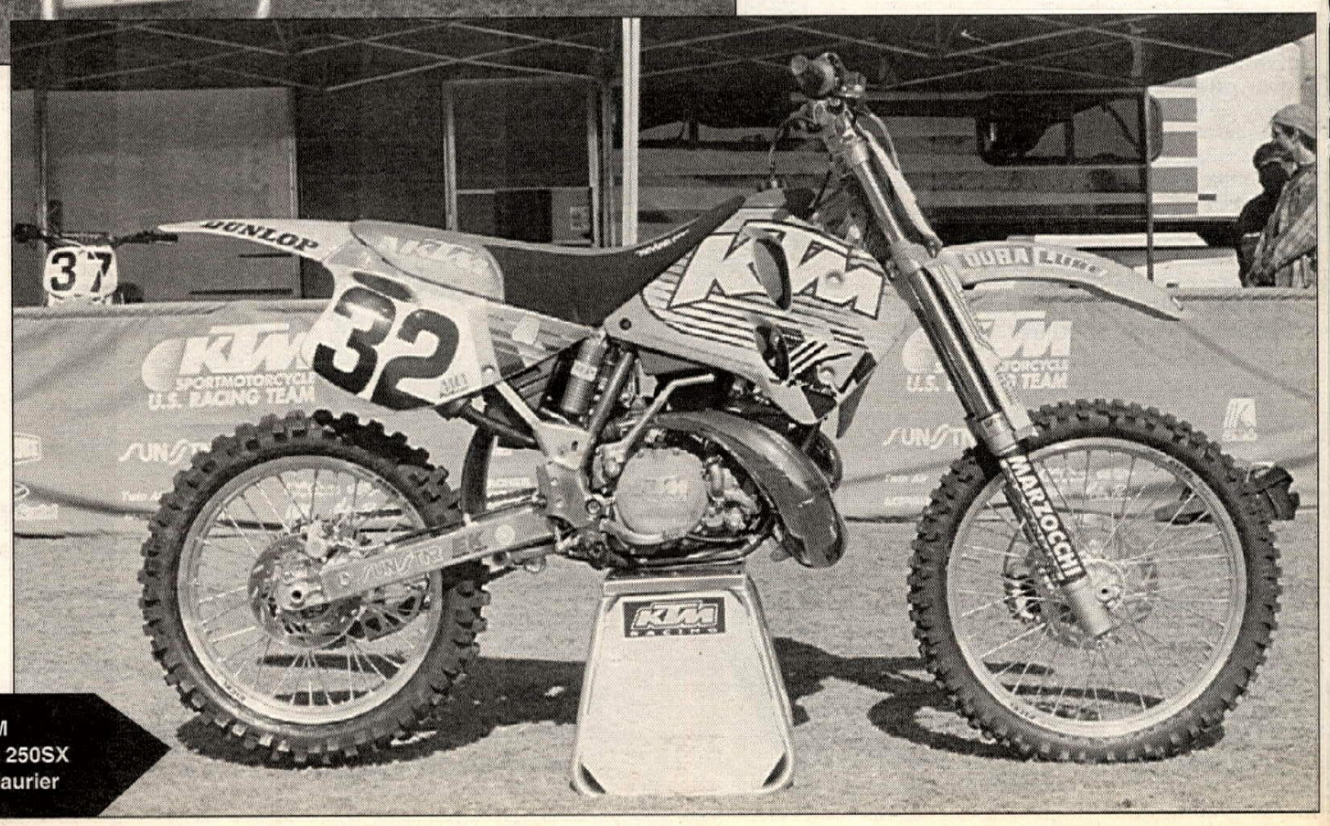
By Donn Maeda

As always, electricity filled the air at the opening round of the 1996 AMA Supercross Series, held at Orlando, Florida's Citrus Bowl. A trip through the pits revealed many things - new teams, bikes, riding gear and rider/mechanic combinations - and several hours were needed to soak it all in.

Five years ago most of the machines in the pits at least resembled those on the dealership floors, but the hottest trend nowadays seems to be altering the cosmetic appearance of each motorcycle. The factory Kawasaki team was the last hold out, and traditionally kept stock-looking graphics on their race bikes, but they have thrown that strategy out the window in a big way in '96. Undoubtedly the most shocking of any of the race bikes, the KX250s ridden by Damon Huffman, Jeff Emig and Ryan Hughes featured fluorescent-green fenders, radiator shrouds and frames. Factory Effex graphics and a complimenting MXA seat cover rounded out the cosmetic package.

On the opposite end of the spectrum were the works Honda CR250s ridden by Jeremy McGrath and Steve Lamson. Though the bikes were the talk of the pits in '95, the mildly modified graphic and color scheme drew few stares. A white rear fender and fork guards and 100% Foreground graphics completed the visual changes.

The factory Yamahas raced by Damon Bradshaw, John Dowd and Kevin Windham looked the closest to stock, as their dark-blue and white bikes look similar to what they raced last year. A dark-blue front fender and Yamaha YZR graphics are all that has changed in the looks department.



Team KTM
Kevin Crine's 250SX
Tuner: Paul Delaurier

Team Suzuki
Greg Albertyn's RM250
Tuner: Ian Harrison

A white front fender and radiator shrouds, and black fork guards and rear fender complete the ensemble.

The factory KTM ridden by Kevin Crine boasted K-Style graphics which were, in fact, different than stock, but the Austrian machines still had a rather stock appearance.

Two privateer teams were parked in the main pit area - the Xtreme/PJ1/Atomic 22/Burnsville Yamaha squad, and the Chaparral team. The Xtreme Yamahas ridden by Jimmy Button, Cory Keeney, Shaun Kalos and Alex McElyea use stock plastic, but have black and fluorescent-yellow graphics. Button says that the team plans to have black fuel tanks and radiator shrouds in the future.

The Chaparral squad use three different brands - Larry Brooks races a Yamaha, Brian Deegan rides a Honda and Greg Schnell will compete aboard Suzukis on the West Coast 125cc Series. All three machines will use all-white plastic, and red, yellow and white Pro's Choice graphics.

Here's a look at the machines themselves, as well as the "Big Four" factory teams. CN

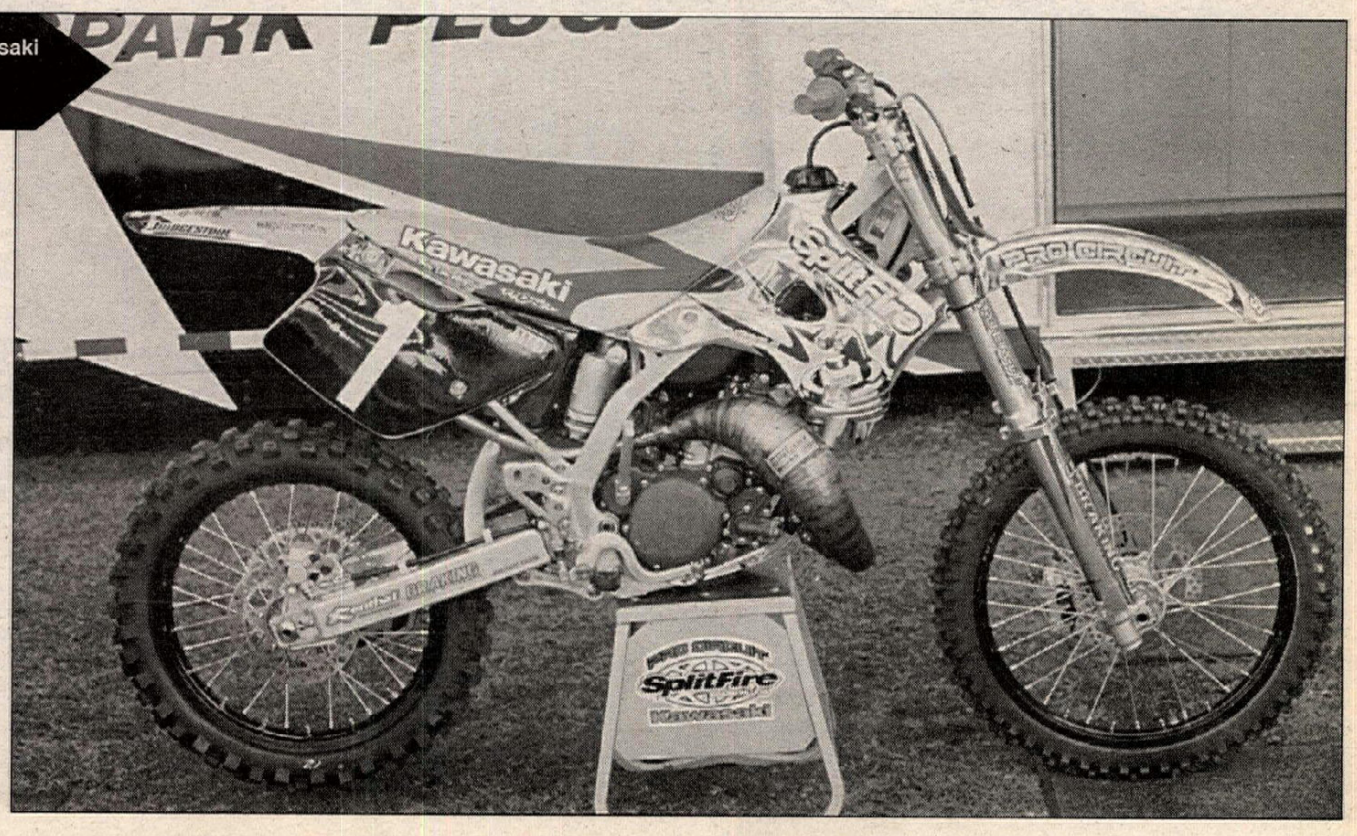
OK

Team Yamaha
Damon Bradshaw's YZ250
Tuner: Steve Butler

The factory Suzuki team bikes ridden by Mike LaRocco, Greg Albertyn, Tim Ferry and Ezra Lusk boast an almost all-yellow color scheme. The stock white front number plate and purple radiator shrouds have been replaced by yellow pieces, and black, yellow and white N-Style graphics and seat covers complete the look.

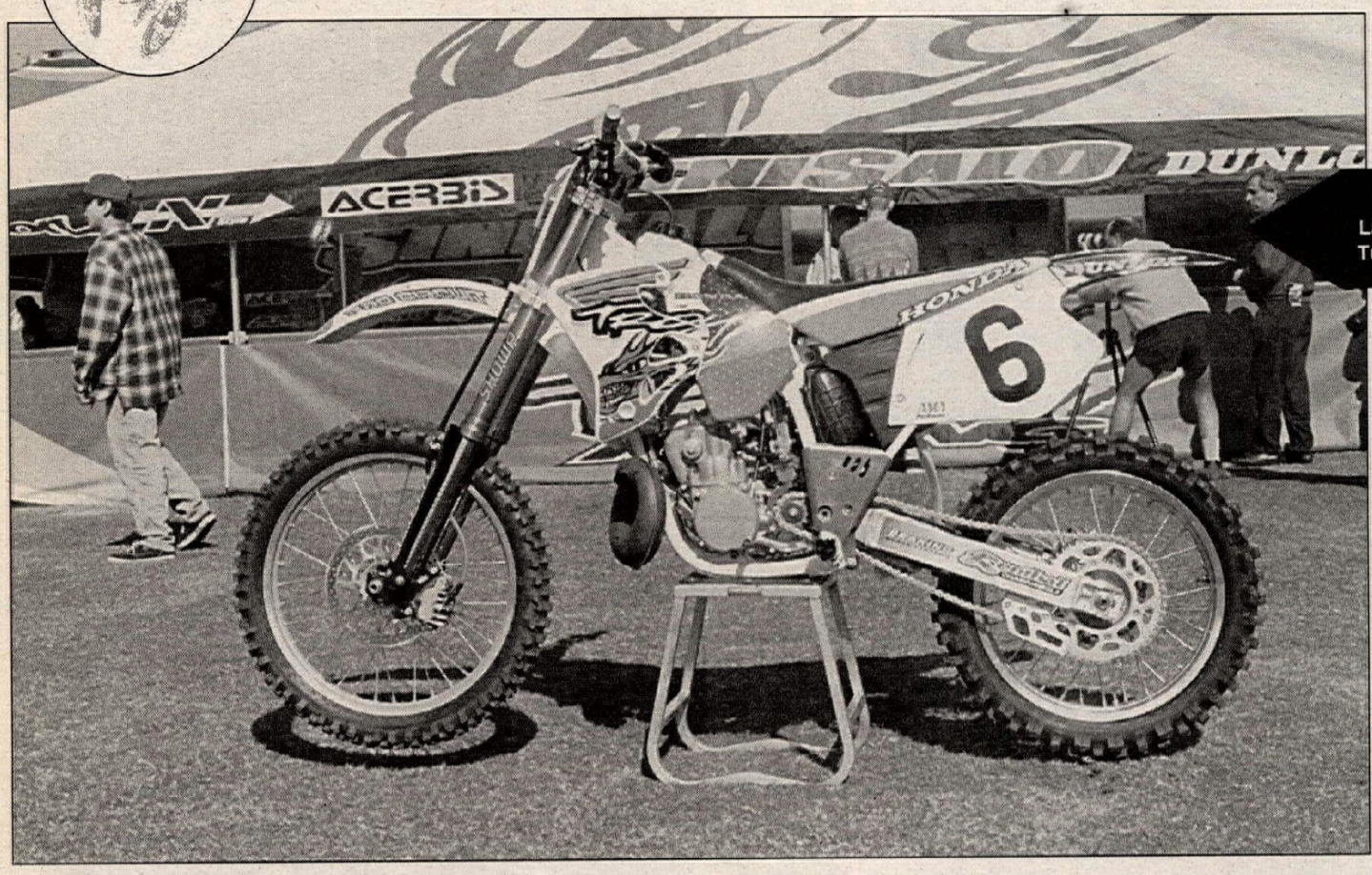
Joining Team Kawasaki in the radical end of the spectrum is Team SplitFire/Pro Circuit/Kawasaki. Mickael Pichon's KX125 was a work of art to some, but an eyesore to others. A fluorescent-green rear fender, side panels and frame were mated with a chrome front fender and radiator shrouds. Throttle Jockey graphics and a color-coordinated MXA seat cover tied the two "colors" together, while black anodized rims gave the bike a unique appearance.

The Honda of Troy bikes drew a lot of attention, as the machines that Larry Ward, Brian Swink, Mike Brown and Mike Craig raced had a much bolder look for '96. While last year's HoT bikes were rather plain, this year's machines feature a red, white and black color scheme that includes the Honda of Troy Dragon. The N-Style graphics are mated to a new-style N-Style seat, which actually has side panels made of the same type of vinyl used for the radiator shroud graphics. The 40mm vinyl cover has sublimated graphics that tie in with the rest of the bike.



Team SplitFire/Pro Circuit/Kawasaki
Mickael Pichon's KX125
Tuner: Andrew Reynolds

FEATURE A look at the '96 SX machinery

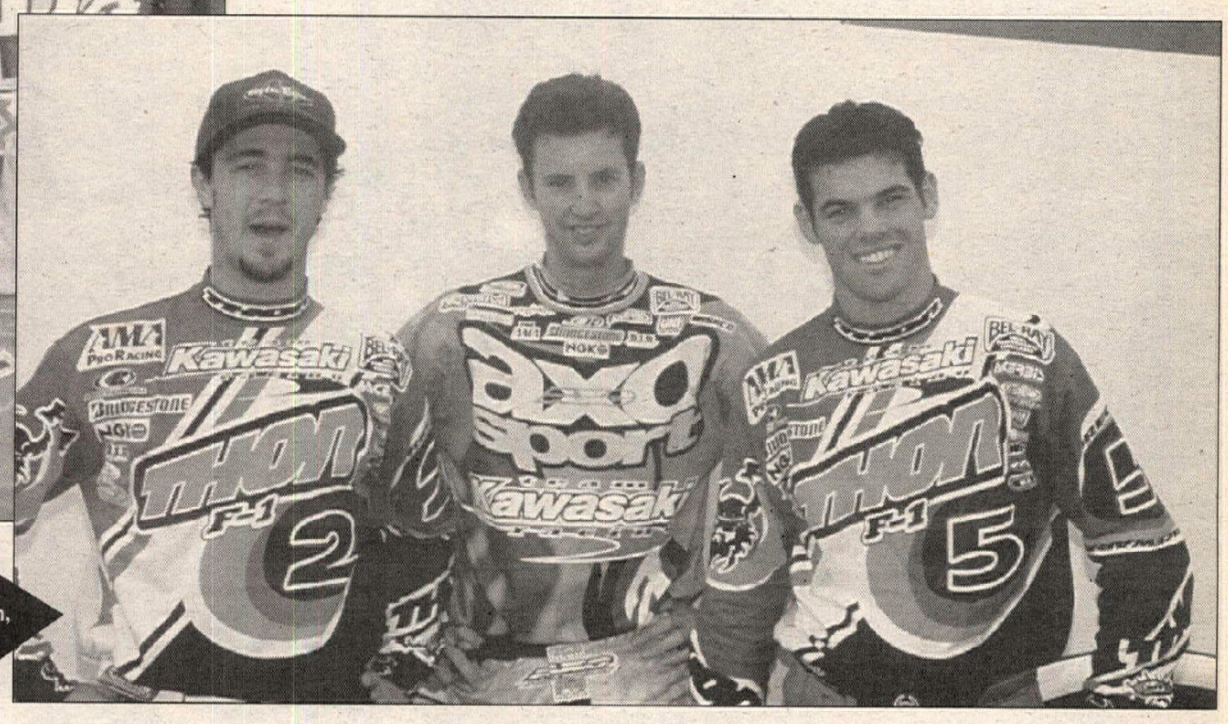


Team Honda of Troy
Larry Ward's CR250
Tuner: Shawn Persinger

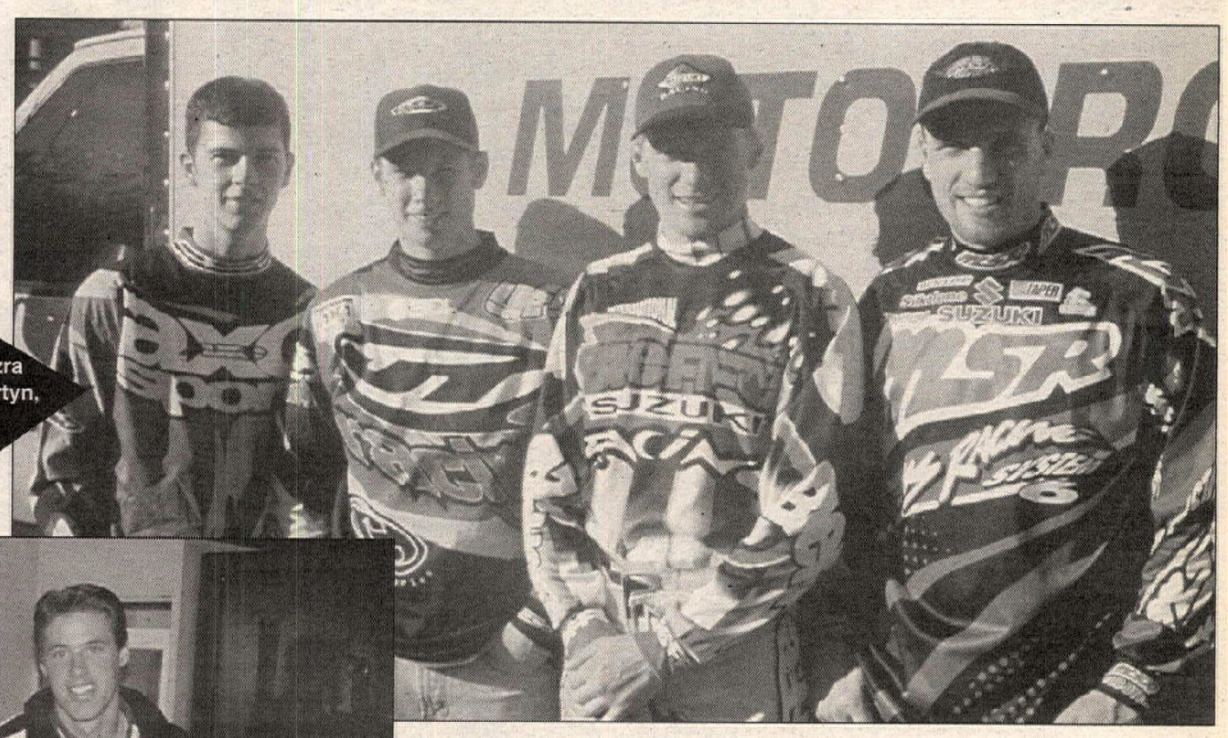
Team Chaparral
Brian Deegan's CR125
Tuner: Steve Edwards

Team Xtreme/PJ1/Atomic 22/Burnsville Yamaha
Jimmy Button's YZ250
Tuner: Chris Hunter

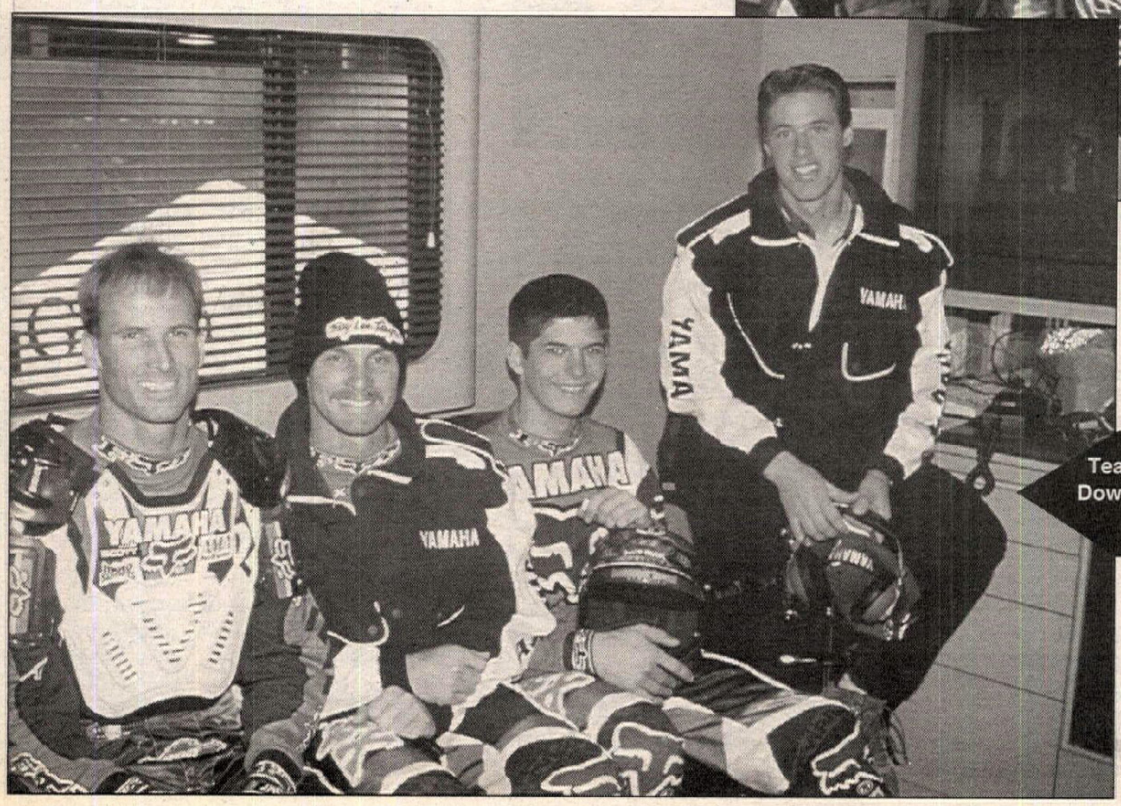
(Left) Team Honda/1-800-Collect/Fox: (left to right) Jeremy McGrath, Steve Lamson.



Team Kawasaki: (left to right) Jeff Emig, Damon Huffman, Ryan Hughes.

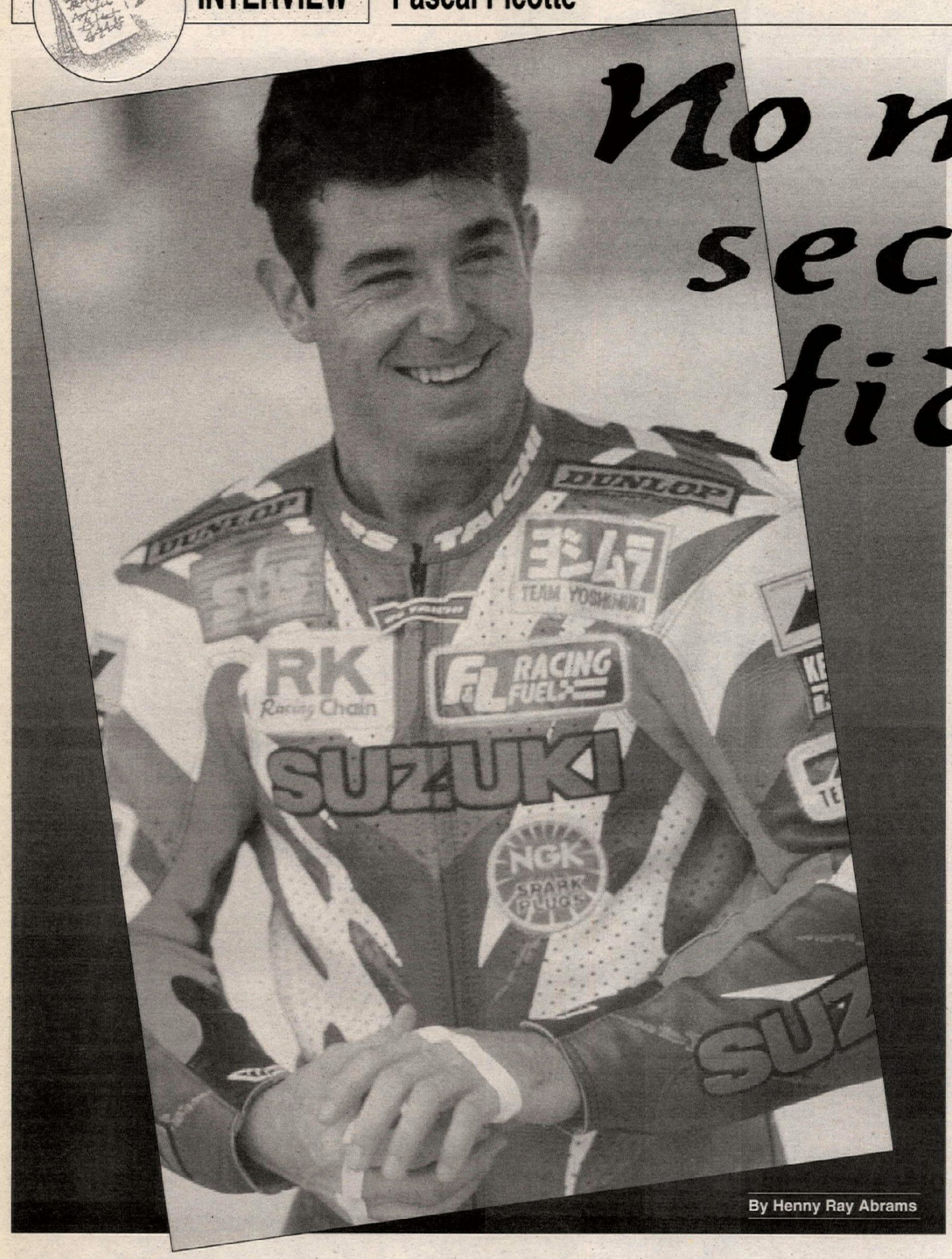


Team Suzuki: (left to right) Ezra Lusk, Tim Ferry, Greg Albertyn, Mike LaRocco.



Team Yamaha: (left to right) John Dowd, Damon Bradshaw, Kevin Windham, Doug Henry.

No more second fiddle



By Henny Ray Abrams

In 1995 Pascal Picotte stepped out of the shadows and into the darkness. For the previous three years he'd been branded, fairly or not, as the second rider on the dominant Fast by Ferracci team. In 1993 he watched teammate Doug Polen follow his two Superbike World championships with an AMA title, and in 1994 it was Aussie import Troy Corser who quickly made himself the man to beat, not just on the team, but in the series. The 1994 season was good to Picotte. He won his first AMA Superbike National, backing it up with a win the following week en route to a fourth-place finish in the championship, his best showing ever.

Yet when Picotte left the Ferracci family for the Muzzy Kawasaki team at the end of 1994, he did so with a small amount of bitterness, not certain he was getting all the support he deserved. Now was the time, he thought, to at least be treated as an equal among riders. Looking back, he realizes that the move was a mistake and for 1996 he's determined to start anew, yet again, this time with the Yoshimura Suzuki squad on the all-new GSXR750-T.

"Two years in a row they (Suzuki) wanted to hire me," Picotte said. "Last year they tried, but the deal was a little bit better with Kawasaki. And I also didn't really believe in their bike last year. I don't think they had, as far as I'm concerned, the best bike. So I said, 'I'm going to go to Kawasaki and if I'm really satisfied I'll stay there for a couple of years.'"

Satisfaction, however, would not be achieved, nor even approached. He started off well, qualifying fifth for the Daytona 200, behind four World Superbike regulars - first "American," the 25-year-old French-Canadian says. But he had a silly spill in the 600cc Supersport race, hitting the guardrail in the West End Horseshoe hard enough to break his collarbone and take him out of the weekend and into surgery.

Two weeks after the surgery, with a pin holding the collarbone together, the resilient Picotte, whose fitness has visibly improved with each passing season, qualified on the pole for the Pomona Superbike National, led for seven laps, and, despite a late race dust-up with a back marker, finished third.

Then came Laguna Seca where a couple of practice crashes de-tuned him to a 10th-place finish, better than he would do in the next race at Mid-Ohio. In that meet, the fourth of the year, he broke a transmission and missed most of qualifying. Then, in the race, he finished minus two sprocket bolts and with four others loose. On top of that, he had an axle loosen in the 600cc race.

In addition to his technical troubles, his collarbone problems flared up as a result of a crash he'd had in the 600cc Supersport race at the German round of the Superbike World Championship at Hockenheim prior to Mid-Ohio.

Soon after Mid-Ohio, the Muzzy Kawasaki team had bigger problems which Picotte feels ultimately affected their AMA effort. Scott Russell, who was suffering through his worst World Superbike Championship ever, defected to the Lucky Strike Suzuki 500cc GP team.

"Rob (Muzzy) kind of dumped us midseason because Scott (Russell) went away. I understand that, but, still, I looked bad. Everybody looked bad on Kawasaki from midseason to the end almost, until (former Russell mechanic) Gary Medley started working for me, so it was better," Picotte says. "Still, I don't think we were on really the right equipment.

"I didn't really feel last year that all the team and all the mechanics, everybody was really behind me. The mechanic did the best he could, but the team owner wasn't there at all - even Kawasaki."

Picotte said that as the season wore on, the support didn't improve to the extent that it did for the World Superbike team. They were forced to improvise.

"We did the best we could do with the equipment we had. It was a major difference between our bike and Anthony's (Gobert) bike. He started using the '96 engine with the gear drive. That made a major difference. The '95 stuff wasn't really good, so we went back to '94 and some of the '93 specs at the end of the season with Gary. That's why we went better."

Picotte felt his fortunes would improve when Medley joined the AMA series, and they did, but the support wasn't there and the mechanical problems continued.

"We had a problem with spring valves. About three or four weeks in a row we broke pretty much all the spring valves," Picotte says. "We were really down on power. Like Elkhart Lake, I wasn't able to pull sixth gear."

At the next race in Loudon he lost a cylinder and dropped out. Then, on the ultra-fast Brainerd circuit, there were more valve-spring problems, overheating, and tire difficulties.

The team rebounded at the sweltering Gateway National, qualifying second and finishing third after having led the race. Then came his second pole position of the year, at Sears Point. But the race would expose more transmission gremlins - this time false neutrals - but a clever ride to overtake Yoshimura

Suzuki's Fred Merkel at the line would net him fourth place. He nearly won the 600cc Supersport race at Sears, only to get outfoxed by Smokin' Joe's Honda's Miguel DuHamel on what would turn out to be the final lap of the red-flagged race.

He ended the season in the same position in which he ended the championship, sixth place, this time at Firebird Raceway outside of Phoenix. In the 600cc Supersport Championship he was sixth, despite never having much faith in the front end of the Kawasaki ZX-6.

"The first time I saw that bike there was something wrong with the forks. We tried a couple of things in Laguna during testing, and since that testing we never really fixed that thing," Picotte says.

At Laguna Seca he told the team he could do 1:33 flat with the setup, but the pole position would be in the 32s and he couldn't go any faster. "If I try to do 32 I'm going to crash," Picotte told the team. "I did 32.9 and I crashed. I knew where the limit was. If you don't have a good feeling in the front end, it's tough mentally."

By the time the final race rolled around, Picotte's future was determined. The night before the Firebird Raceway National he'd signed with Suzuki for 1996. His teammate was to be Fred Merkel, until Merkel was seriously injured at Firebird and was forced to retire.

Even so, Merkel finished the season in fourth place on a machine that few thought capable of keeping pace with the more modern machinery when the year started. With the promise of a new machine, Picotte was ready for the move, though Suzuki wasn't his only option.

"I was close to signing with Eraldo (Ferracci)," he says. "I had a really good experience with Eraldo. It was like a little family. He was like a dad to me. The problem with Eraldo wasn't him, it was Italy. They really didn't believe in me because I had such bad luck. I broke three engines that year. So, that's why I switched to Kawasaki. I asked for just that much money (from Ducati for 1995) and they said just, 'No, f--- you.' They're not at any race track. They just receive all the results on paper so they don't know exactly what happened. So when I went to Muzzy last year, it was like night and day. It wasn't family at all. It was really business. And it was almost like I felt like I had to do my own team inside the team. I had my own team with my mechanics. Do the best you can. There was nobody behind me. So I was looking at Harley and they seemed more like Eraldo was. I had a couple of talks with Steve Scheibe and he was a really nice guy, and all the mechanics, also. But I don't think the equipment was ready to win."

Not so with Suzuki. From the minute it hit the track, the new Suzuki showed that all the hype wasn't misguided. Picotte's times on the barely modified Supersport bike had everyone double-checking their stopwatches, and it was clearly the fastest of all the bikes on top speed. When he went head to head with DuHamel during the December tire tests it was clear that the new Suzuki was faster than the '95 Honda RC45, though the Honda had an edge in midrange. Picotte also found he could get his from side to side better than most and found his new machine "much faster than Gobert's" '96-spec Kawasaki ZX-7R. "Powerwise we've got really, really good top end. We might need a little bit more midrange for the short tracks. But for the next Daytona in March, I think we're going to have a really, really good bike. So far I'm really happy. I think we've got a really, really good package. Still, we need a little more testing to try something different," Picotte says, adding that testing was one of the reasons he made the switch to Suzuki. With Ferracci there wasn't much need to test, and the Muzzy team only did tire testing. "I think what's going to make a major difference on my side is that we're going to do a lot of testing. I've never really done any testing, except tire testing. You just feel more comfortable on the bike, with the team. I'm making the bike the way I like it.

"Everything I say, they take a little note and they go back to Japan and go back to California. They try to fix that thing right away. They don't wait like a year."

It's that attitude that drew Picotte to the Suzuki team. He'd been looking at them when it came time to think about '96, though he says he could probably have stayed with Muzzy and also had the chance to go to the Smokin' Joe's Honda team. Going to Honda, he felt, would have meant playing second banana to AMA Superbike and 600cc Superbike Champion Miguel DuHamel, and he'd had his fill of that.

"I didn't really try hard with Honda because Miguel was there and I didn't want to be in the shadow again like I was with Polen. With Suzuki I felt like I was going to be more, not the number-one rider, more respect than if I was going to Honda."

And it wasn't so much the new bike that drew Picotte to Suzuki, it was the environment. "Even if you've got the worst piece of shit in the world, and everybody wants to win, they're all going to work hard night and day and they're going to make it right. Even if you've got the best bike and nobody wants to work, I don't think you're going to win. And you need a bunch of people to win. You need like four, five, six guys behind you, compared to Rob, where we had only two mechanics. That's it. They were even the truck driver. They did everything themselves. Rob just took a production bike and built his own superbike and he sold mine for 25 grand at the end of the year. I don't think Suzuki will sell their bike for 25 grand at the end of they year. They don't really care about spending money on things."

Testing, if done properly, can consume a great deal of a team's budget and Picotte found that the Yoshimura Suzuki team has no reservations about testing. The team had tested at Daytona just after the last AMA race at Firebird and again for a day at Homestead after the Dunlop tire tests. There was another test at Sears Point in December and Picotte thought there would be another in January.

Though the new Suzuki was impressive, there is still work to be done, Picotte feels. "I'm trying to get the bike to hold the line better midcorner. You've got to really square off the corner. At Daytona I think it's good because with the race tire, as far as compound, it's really rigid, really hard compound, so you've got to square it off more. If you want to make a really good lap time with a qualifying tire you've got to make that thing hold the line really tight on the inside line like Miguel," he says.

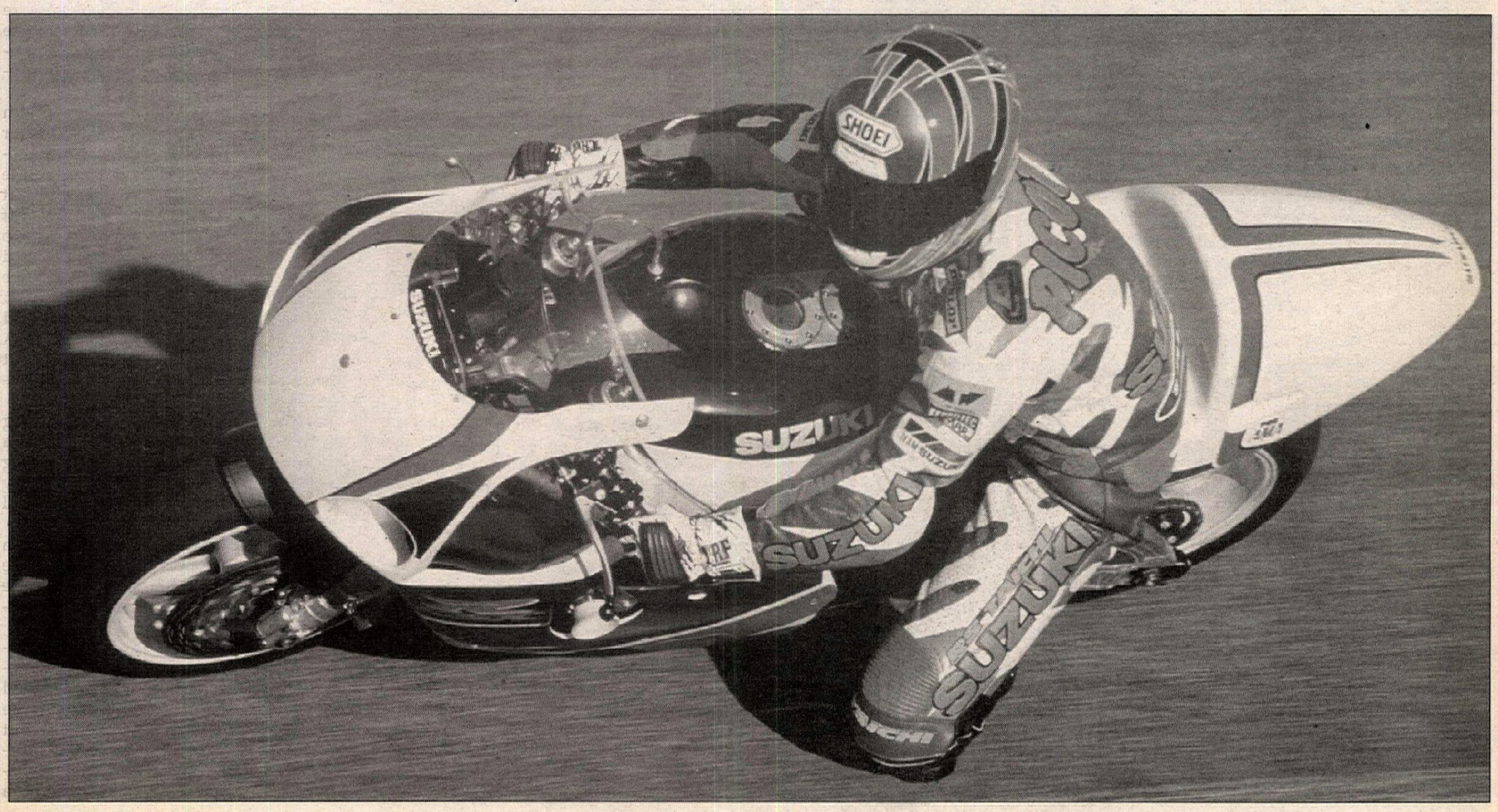
The fix is somewhere in the suspension and the suspension is taking some time to sort out. The team tested both Showa and Ohlins units at Daytona and each had its strengths. "We need to cut both bikes in half and put it together," Picotte joked.

Picotte now feels that he has the machinery and the team. What, then, will keep him from winning the title in a year that promises to be ultracompetitive?

"I need a lot of luck," Picotte says. "I haven't had much luck at all. I started last year pretty strong and healthy, ready mentally. And a stupid little thing happened and I crashed and broke my collarbone (at Daytona). And I went back, got surgery - 14 days later at Pomona I put that superbike on the pole."

After reinjuring the shoulder at Hockenheim, Picotte decided to let the bone heal properly. "Right after that, Scott went away. I wasn't really there physically, and after that I wasn't there mentally also," Picotte admits. "Nobody was really behind me.

"I need to be consistent, win some races, and have a little bit of luck on my side. I have some good mechanics. I don't have to be worried about anything. Nothing is going to fall off," he says, the problems of last season still fresh in his mind. CN



Round 1: Perris Raceway

Pingree, Upton endure

By Tony Alessi

PERRIS, CA, JAN. 7

David Pingree jump-started his season by posting the overall win in the highly competitive 125cc Pro class, while Perris regular Don Upton flat smoked the 250cc Pros at the opening round of the GFI Winter Series held at Perris Raceway.

And for the second time in two weeks, race promoter Goat Breker initiated a new program for the Pro racers in the form of one 40-minute moto instead of the customary two 15-minute motos. In addition, all Pro races would be run during the morning so top riders wouldn't have to wait for 40 motos to run before getting the opportunity to race.

The 125cc Pro class was the first event to be run on the program, and many of the competitors likened the race to an outdoor AMA National. Although victory here would not be taken by a fast start or six-lap sprint to the finish line, but rather by hanging on for 20 laps over some of Southern California's roughest closed-course terrain.

That of course didn't slow any of the over 35 riders as they charged down the start straight toward the first left-hand hairpin turn.

This frenzied beginning proved disastrous for Pro Circuit rider Casey Johnson, who pulled the holeshot only to stall in the first turn. Johnson was promptly rewarded for his miscue by getting bumped, smashed, kicked and run over by the speeding horde of riders that followed.

Johnson picked himself up and nursed his very bent machine back to the pits, from which he would watch fellow Team Green Rider Dustin Nelson lead the way. Nelson, a rookie pro, appeared to be in over his head after the start and was getting a lot of pressure from FMF rider Greg Schnell.

About the same time that Schnell became a factor for the lead, David Pingree, Chad Pederson and Ty Kady entered the fray and created a five-rider battle for the point position.

Nelson seemed to get nervous with the arrival of this pack and soon dropped back to fifth, leaving Schnell at the front, who quickly opened up a lead. Following Nelson toward the back of the pack was Kady, and he faded to an eventual 17th-place finish.

Behind Schnell, Pingree and Pederson argued for second, while charging through the field to the delight of Suzuki amateur race technician Tim McAdams was Scott Sheak, serious about moving to the front. By the halfway mark Sheak had successfully moved from outside the top 20 and into fourth place.

During the final 20 minutes of the race it was evident that Schnell was slowing and giving up much of the lead that he had worked so hard to gain. "I separated my shoulder early in the week," said Schnell afterward. "I just couldn't hang on anymore."

As Schnell slowed, Pingree and Pederson still looked fast and fresh. Looks did not deceive, and by the 15th lap the pair had moved into first and second, respectively, leaving Schnell a lonely third.

During the closing laps, Pederson put on a charge, but Pingree seemed to take this in stride and he went on to take the checkered flag. "Our bike ran great today," Pingree said. "I should have won the supercross here last week, but this will make up for it."

Pederson crossed the line for second while Schnell, Sheak, Brandes and French supercross star David Vuillemin rounded out the top six.

The "king of Perris" Don Upton lived up to his title by destroying the 250cc Pro class with a wire-to-wire victory in what could only be described, in basketball terms, as a slam dunk.

Upton looked like he was on auto pilot and simply left Team Suzuki's Michael Brandes in the dust.

Brandes almost lost the runner-up position late in the race to the always-smooth former 125cc National Champion Micky Dymond. Brandes, however, did a great block-me-here, block-me-there dance and held Dymond at bay to the checkered flag.

Travis Preston rode hot and cold throughout the race and finished a respectable fourth, while Bill Sauro, E.J. Wright and Mat Bateman rounded out the top eight.

World-class Mini sensation Justin Buckelew made the trek from New Mexico worthwhile by scoring wins in both Supermini and 80cc Expert classes. His wins, however, did not come as easily as expected, as he was continually hounded by Honda rider Danny Carlson throughout most of the high-intensity Mini motos.

Carlson left his mark, literally, on Buckelew by making aggressive passes. In the end, though, Buckelew won the motos that counted most and secured victory in both classes.

Team Green's Billy Payne, making a comeback from an injury-riddled '95 season, was back on track, finishing third in the Supermini and 80cc Expert classes.

This new season is already being referred to as the year of the 125cc Intermediate class, with many of the top-ranked racers making their first appearances strong ones. Past 125cc Intermediate classes have produced stars like Damon Huffman, Robbie Reynard and Kevin Winham, but there has not been a time in the past decade where there have been over 10 different riders capable of winning the class.

California has developed its own share of the strong 125cc Intermediates as evidenced by the impressive showing during this opening round.

Of these, former Mini ace Jiri Dostal used good starts, excellent judgment and creative lines to carry himself to a double-moto win over NCY-sponsored Josh Tarantino.

Teenage sensation Jerry Aleman was in the hunt all day and recorded a solid third in front of Tim Beatty, newcomer Andy Anaya and Danny Montoya.

The action in the big-bike classes trickled down to even the youngest of racers in the 50cc (4-6) division. This class is a great opportunity for kids to break into the sport of racing.

Class "veteran" Cole Seely had no problem handling the field and rode circles around his competition en route to a double-moto victory. Johnathan McCarthy was extra-pumped for today's race after he discovered a brand-new race bike under his Christmas tree, compliments of Santa Claus. McCarthy secured second on the main track, then surprised everyone by defeating Seely on the Pee Wee track later in the day.

Future Pee Wee champ Brandon Million was a solid fifth-place finisher just behind Chad Gores and Warren Davis during the two motos. CN

GFI Winter Series-South
Perris, California
Results: January 7, 1996

Pee Wee Track

50 FT: 1. Cameron Gagnon (Yam); 2. Craig McClure (KTM); 3. Jessica Ciarletta (Yam); 4. Kevin Thompson (LEM); 5. Michael Covelli (KTM).

50 STK BEG (4-6): 1. Jonathan McCarthy (LEM); 2. Cole Seely (KTM); 3. Cody Longenecker (KTM); 4. B.J. Bothuer (KTM); 5. Jason Endo (KTM).

STK BEG (7-8): 1. Travis Kinkade (KTM); 2. David Hough (LEM).

Main Track

50 STK (4-8): 1. Cole Seely (KTM); 3. Jonathan McCarthy (LEM); 3. Warren David (KTM); 4. Chad Gores (KTM); 5. Brandon Million (LEM).

50 STK (7-8): 1. Mike Alessi (KTM); 2. Jarred Brown (KTM); 3. Chris Blose (KTM); 4. David Hough (LEM); 5. Ryan McClintock (KTM).

50 OPEN: 1. Michael Perry (KTM); 2. Kameron Scott (KTM).

60 FT: 1. Bryan Tokunaga (Kaw); 2. Candice Motshagen (Kaw); 3. Patrick Pennington (Kaw); 4. Anthony Carette (Kaw); 5. Louis Chamberland (Kaw).

60 BEG D-1: 1. Jason Donmann (Kaw); 2. Dylan Miles (Kaw); 3. Dane Jackson (Kaw); 4. Mark Atkans (Kaw); 5. Kyle Foltz (Kaw).

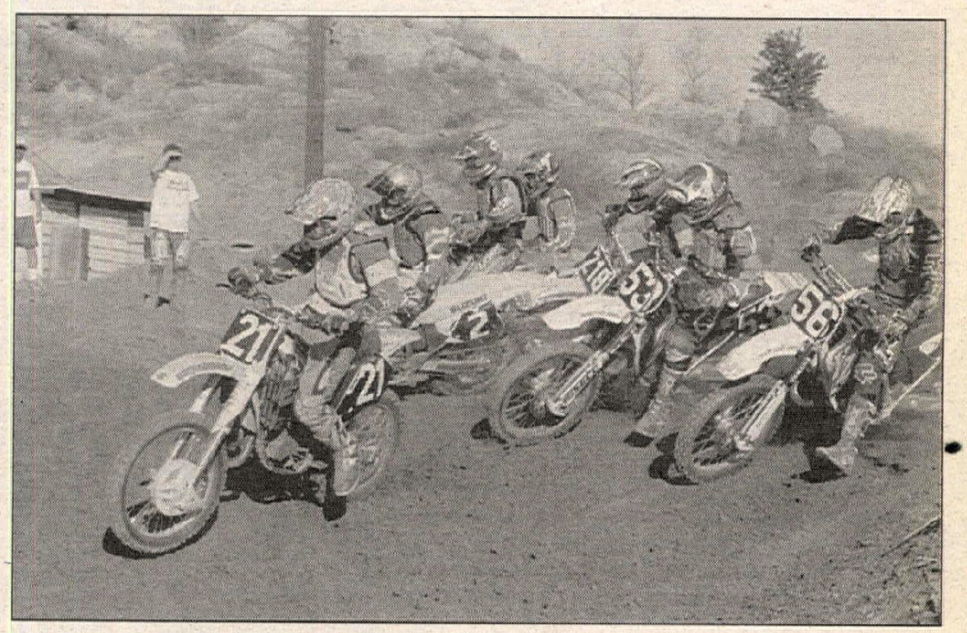
60 BEG D-2: 1. Matt McDaniels (Kaw); 2. Justin Hargrove (Kaw); 3. Rafael Chaoiagonn (Kaw); 4. Noah Hernandez (Kaw); 5. Dallas Paick (Kaw).

60 NOV: 1. Shaun Connely (Kaw); 2. Kelly Tedder (Kaw); 3. Ryan Roybal (Kaw); 4. Tommy Cochran (Kaw); 5. Zac Wray (Kaw).

60 INT: 1. Ryan Beat (Kaw); 2. Andy Pierce (Kaw); 3. Chris Blose (Kaw); 4. Mike Alessi (Kaw); 5. Jason Medina (Kaw).

60 OPEN: 1. Dylan Miles (Kaw).

80 FT: 1. Tommy Marguardt (Kaw); 2. Brandon



Kilgore (Kaw); 3. Justin Lavoie (Suz); 4. Chad Aervia (Hon); 5. Jeff Loop (Suz).

80 BEG D-1: 1. Landon Robbins (Suz); 2. Jeremy Kelper (Suz); 3. Derek Lindsay (Hon); 4. Ryan Beat (Hon); 5. Justin Vaughn (Kaw).

80 BEG D-2: 1. Eric Purrer (Suz); 2. Matt Dymond (Suz); 3. Kyle Dequilleltes (Yam); 4. Bruce Wilkinson (Kaw); 5. Meshau Garcia (Yam).

80 NOV D-1: 1. Billy Lanviorich (Yam); 2. J.J. Bonanno (Yam); 3. Shawn Scott (Hon); 4. Josh Moraine (Kaw); 5. Kevin Roberts (Hon).

80 NOV D-2: 1. Gerald Patin (Yam); 2. Ross Garcia (Yam); 3. Mike Gould (Hon); 4. David Sullens (Yam); 5. Brandon Hamlett (Kaw).

80 INT: 1. Josh King (Kaw); 2. Michael Sletter (Yam); 3. Chris Rogers (Suz); 4. Emitt Kling (Suz); 5. Nick Beavers (Suz).

80 OPEN: 1. Justin Buckelew (Yam); 2. Danny Carlson (Hon); 3. Billy Payne (Kaw); 4. Bryan McGavran (Hon); 5. Dustin Ryley (Yam).

80 S/MINI: 1. Justin Buckelew (Yam); 2. Danny Carlson (Hon); 3. Billy Payne (Kaw); 4. Sean Hamblin (Yam); 5. Dustin Ryley (Yam).

125 BEG D-1: 1. Robert Morgan (Kaw); 2. Michael Kautz (Suz); 3. Jeff Eide (Hon); 4. Garth Tarlow (Suz); 5. Chris Monreal (Yam).

125 BEG D-2: 1. Merle Zeiders (Yam); 2. R.J. Service (Kaw); 3. John Montgomery (Yam); 4. Jason Shane (Suz); 5. Travis Connelly (Kaw);

125 BEG D-3: 1. Nick Hernandez (Hon); 2. Taylor Nelson (Yam); 3. Stacy Bremner (Yam); 4. Marc Behake (Yam).

125 NOV D-1: 1. Casey Gould (Hon); 2. Billy Clifton (Kaw); 3. Dan Eckman (Hon); 4. Dean Beauchamp (Suz); 5. Andrew Labrador (Hon).

125 NOV D-2: 1. Jason Dubin (Suz); 2. Klint LaPlante (Suz); 3. Scott Priputen (Yam); 4. Travis Smith (Kaw); 5. Chris Thompson (Suz).

125 INT D-1: 1. Jiri Dostal (Suz); 2. Josh Tarantino (Yam); 3. Jerry Alman (Yam); 4. Tim Beatty (Yam); 5. Andy Anaya (Yam).

125 INT D-2: 1. Clint Shepard (Suz); 2. Mike Cinemass (Hon); 3. David Ramsey (Suz); 4. Dan King (Kaw); 5. Josh Fink (Suz).

125 PRO: 1. David Pingree (Kaw); 2. Chad Pederson (Kaw); 3. Greg Schnell (Suz); 4. Scott Sheak (Suz); 5. Michael Brandes (Suz).

250 BEG D-1: 1. Aaron Ridill (Kaw); 2. Craig Wirths (Yam); 3. Steve Garrison (Suz); 4. Charles Gonzalez (Suz); 5. David Glynn (Hon).

250 BEG D-2: 1. John Ingram; 2. David Sisneros (Yam); 3 . Gabriel Howard (Hon); 4. David Teague (Suz); 5. Lamme Mondeau (Hon).

250 NOV D-1: 1. Glenn Aguiolar (Yam); 2. Justin Osborne (Kaw); 3. Victor Sheldon (Kaw); 4. Chris Ladely (Yam); 5. Craig McCall (Kaw).

250 NOV D-2: 1. David Nickols (Hon); 2. Tom Hayes (Hon); 3. Jonathan Schutz (Hon); 4. Kyle Baird (Hon); 5. Tim Elkins.

250 INT D-1: 1. Tim Beatty (Yam); 2. Ron Gilbert (Kaw); 3. Jerry Alman (Yam); 4. Shawn Ellis (Yam); 5. Mike Dunlap (Hon).

250 INT D-2: 1. Collin Eberly (Hon); 2. Mike Battista (Kaw); 3. Erik Hughs (Yam); 4. Ismo Vehkonen (Yam); 5. Jon Levey (Yam).

250 PRO: 1. Donald Upton (Hon); 2. Michael Brandes (Suz); 3. Micky Dymond (Kaw); 4. Tavis Preston (Suz); 5. Bill Suaro (Hon).

500 BEG: 1. Jason Fierro (Hon); 2. Steve Garrison (Hon).

500 NOV: 1. Price St. Clair (Hon).

500 PRO: 1. Jon Nelson (Hon); 2. Dan Berg (Hon); 3. Geoff Woods (Hon); 4. Carl Gazafy (Hon).

(Opposite page) Micky Dymond (6) grabs the holeshot in the single, 40-minute 250cc Pro race. The two-time 125cc National MX Champion ended up third overall.
(Above) David Pingree topped the 125cc Pro class over Chad Pederson and Greg Schnell.
(Above right) In the 250cc Pro race, Donald Upton passed Dymond to score the win, while Michael Brandes finished second.
(Right) Jiri Dostal (21), Josh Tarantino (56) and Tim Beatty (53) vie for the early lead in the 125cc Intermediate class. Dostal went on to win.
(Below) Justin Buckelew (58) and Danny Carlson (135) battled to the win in the 80cc Expert class. Buckelew edged out Carlson for the win.

BEG (25+): 1. Anthony Sandoval (Yam); 2. Craig Wirths (Yam); 3. Garth Tarlow (Suz); 4. Scott Kremling (Hon); 5. Aaron Ridill (Kaw).

NOV (25+): 1. Victor Sheldon; 2. Craig Monty (Kaw); 3. Joe Rempp (Hon); 4. Tim Barker (Hon); 5. Craig McCall (Kaw).

INT (25+): 1. Kevin Alman (Yam); 2. Jon Levey (Yam); 3. Joe Merriam (Hon); 4. Carlie Flippen (Suz); 5. J.J. Petchel (Hon).

EX (25+): 1. Terry Fowler (Kaw); 2. Craig Canoy (Yam); 3. Ron Gilbert (Kaw); 4. Darrin Hoeft (Suz); 5. Kenny Clifton (Hon).

BEG (30+): 1. Steve Garrison (Suz); 2. Chuck Manhard (Yam); 3. Johnny Piper (Suz); 4. Isaac Lopez (Hon); 5. Jim Binette (Hon).

NOV (30+) D-1: 1. Matt Nelson (Hon); 2. Jim Willmon (Yam); 3. WIlly Haney (Suz); 4. Jerry Jetton (Suz); 5. Price St. Clair (Hon).

NOV (30+) D-2: 1. Rob Healy (Hon).

INT (30+): 1. Kevin Allman (Yam); 2. Joe Marriam (Hon); 3. Steve Piattoni (Suz); 4. Joel Harriott (Yam); 5. Leo Saul (Hon).

PRO (30+): 1. Jon Nelson (Suz); 2. Micky Dymond (Kaw); 3. Terry Fowler (Kaw); 4. Mike Beier (Yam); 5. Bobby Smith (Yam).

EX (30+): 1. Jim Holley (Yam); 2. Rich Truchinski (Hon); 3. Martin Klossner (Yam); 4. Rich Lamborne (Hon); 5. Jim Dunn (Yam).

NOV (35+): 1. Steve Laninovich (Hon); 2. Rob Healy (Hon); 3. Matt Nelson (Hon); 4. Doug Frankos (Hon); 5. Mike Alt (Hon).

INT (35+): 1. Scott Wilkinson (Suz); 2. Steve Piattoni (Suz); 3. Mark Brooks (Suz); 4. John Atwood (Yam); 5. Larry Baker (Yam).

EX (35+): 1. Pete Murray (Suz).

NOV (40+): 1. Greg McCarthy (Hon); 2. Joe Stern (Hon); 3. Tom Shinn (Hon); 4. Karl Scanlaon (Hon).

INT (40+): 1. David Chunn (Suz); 2. Pryor Campbell (Yam); 3. Danny Smith (Hon); 4. W.G. Wilson (Suz); 5. Bob Archer (Hon).

EX (40+): 1. Mark Brooks (Suz); 2. John Atwood (Yam); 3. Mark White (Yam); 4. Randy Minter (Kaw); 4. Jeff Garriott (Yam).

4-STRK: 1. Doug Frankos (Hon); 2. Pip Hancox (Hus).

Round 2: Florida Motorsports Complex

Swink, Tichenor reign

By Mike and Anne Adair

OCALA, FL, JAN 7-8

Honda of Troy's Brian Swink and Suzuki Japan's Ron Tichenor were the big Pro winners at round two of the Winter AMA Motocross Series at the Florida Motorsports Complex in Ocala. The race, however, was marred by the tragic death of 18-year-old racer J.D. Collins, who ran off the track and crashed into a tree during the second 250cc Pro moto. As a result, the second round of motos was canceled.

WorldSport's Linda West said, "We at WorldSports send our sympathy and most sincere condolences to the Collins family."

Collins and his mother and father, Ed and Peg Collins, were very active on the national racing circuit and have many friends in the sport. Team Green Kawasaki's Jeff Chambers said, "It is a tragedy in the deepest sense of the definition. J.D. loved racing and his family supported him in every way. I cannot remember going to a national amateur race of any stature and not seeing the Collins family involved."

The young racer from Marion, Ohio, earned championships in the Minicycle, 125 and 250cc B divisions before starting his expert career. On Saturday, the day before the accident, he led and eventually finished fifth in the 250cc A class.

On Sunday, Anthony Pocorobba took the lead in the first 125cc Pro moto with Tichenor, Barry Carsten, Paul Currie, Robbie Skaggs, Mike Treadwell, Shane O'Connor and Jarrett Tipping in good position. Tichenor stalked Pocorobba for a lap, and then pulled alongside on a high-speed jump and took the lead in the next high-speed turn.

At the midway point, Currie and Skaggs worked by Carsten and vied for the third spot. Pocorobba said, "I let the pressure get to me in the early laps and made too many mistakes. After Tichenor passed me, I calmed down and made up time by tripling the back section, but was unable to reel him in."

Tichenor had been down with the flu this week and had not been able to train until Thursday. He commented, "The track is pretty much one line, so after I opened my lead, I tried to back off to conserve strength for the 250 motos."

At the end of the race it was Tichenor and Pocorobba filling out the first two positions. Carsten came back to take third, and Robbie Horton finished a charge from 12th place to end fourth ahead of Tony Lorusso.

Brian Swink put his Honda of Troy Honda CR250 into the lead in the first 250cc Pro moto. Behind him were Pocorobba, Keith Johnson, Robbie Horton, Barry Carsten, Robbie Skaggs, Lorusso, Brian McElroy and Jeff Yentzer. Tichenor was mired in traffic after a bad first turn but moved up through the pack rapidly.

By lap four, Swink and Pocorobba had the first two spots locked up, followed by Johnson, Carsten and Tichenor. Swink was a solid first, Pocorobba faded with a damaged wheel and Horton moved up to finish second ahead of Carsten and Skaggs. Swink said, "I decided to run only one class today, then they shortened the motos to 20 minutes. It's funny, my arms never pump up when I'm in first place."

Horton said, "I finally got a good start and it felt good to be up front. I got by Pocorobba, but Swink was too far ahead to catch."

"I had a flat tire and was about to pull off the track when they red-flagged the race," said Carsten. "We did not know that J.D. was seriously injured until later."

Collins was moving up from 14th place when his Kawasaki hit a rock, veered off the track and hit a tree. Lorusso said, " I fell in the same spot and saw that Collins was off the track." The race was stopped on lap seven to permit rescue workers to move Collins across the track to a waiting ambulance.

Earlier in the day, Pat Barton and Earl May battled for the lead in the Vet Pro class. Barton led two laps, then May took the lead for two laps, then they raced wheel-to-wheel on the final lap towards the checkered flag.

"Barton never gave up after I passed him. He was right on me," said May. "The third turn from the end, I ran into some lappers, picked a wrong line and Barton scooped up the win."

In Saturday's 125cc A class, Pocorobba and Carsten battled in both motos. Pocorobba said, "In the first moto, I caught Carsten and bumped him when I passed for the win. He is a good hard-pack rider."

"I trailed Pocorobba in the final moto, tried several passes and stayed close," said Carsten. "In the turn before the flag, I almost had him, hit the wet stuff, slid out, but held second."

Collins led moto two for two laps. Pocorobba had his work cut out and finally found an opening to get by for the win. Pocorobba said, "Collins rode a real good race. I was worried about both him and Horton." Collins held off Jarrett

(Top) For the second week in a row, Ron Tichenor (41) scored the 125cc Pro-class win. Here, he battles for the early lead with Anthony Pocorobba (701). (Above) Honda of Troy's Brian Swink won the 250cc Pro class. (Right) Ricky Renner won both motos in the 50cc (4-6) division.

Tipping and Robbie Skaggs to finish second on Saturday.

In other racing action, 50cc riders Ricky Renner and David Milsaps won both motos in their age brackets to maintain their perfect records in the series. James Stewart doubled again, winning both the 85 and 65cc (7-11) classes. He had to pass Jason Davenport in 65cc action and Gent Tull in the 85cc motos.

Matt Walker usually dices with Ernesto Fonseca in the 85cc (14-15) classes, but this time, he had all the glory to himself at Ocala. Fonseco's BSY sponsor Tim Buffaloe said, "We decided to let Ernesto concentrate on the 125s from now on."

Walker and Kyle Farnell delivered a one-two punch in the Super Mini division. Farnell led the moto until Walker found an inside line in an uphill left-hand turn for the victory.

Farnell won the 125cc (12-15) class in just his second race on a 125cc bike. Fonseca scored the final-moto win for second, saying, "In moto one my peg caught the ground after a jump. The throttle was wide open. I tried to save it, but lost the bike. It rolled down a steep hill into a utility building." Fonseca retrieved his bike and finished fourth. CN

Florida Motorsports Complex
Ocala, Florida
Results: January 6-7, 1995

125 PRO: 1. Ronnie Tichenor (Suz); 2. Anthony Pocorobba (Suz); 3. Barry Carsten (Suz); 4. Robbie Horton (Kaw); 5. Tony Lorusso (Hon); 6. Robbie Skaggs (Kaw); 7. Jeff Curry (Suz); 8. Keith Johnson (Kaw); 9. Paul Currie (Kaw); 10. Michael Treadwell (Suz).

250 PRO: 1. Brian Swink (Hon); 2. Robbie Horton (Kaw); 3. Barry Carsten (Suz); 4. Robbie Skaggs (Kaw); 5. Ronnie Tichenor (Suz); 6. Anthony Pocorobba (Suz); 7. Jeff Curry (Suz); 8. Keith Johnson (Kaw); 9. Brian McElroy (Yam); 10. Jeff Yentzer (Kaw).

VET PRO: 1. Pat Barton (Suz); 2. Earl May (Kaw); 3. Bobby Wilson (Kaw); 4. Jerry Seip (Kaw); 5. Ricky Palmer (Kaw).

125 A: 1. Anthony Pocorobba (Suz); 2. Barry Carsten (Suz); 3. Tony Lorusso (Hon); 4. Robbie Skaggs (Kaw); 5. Chad Sanner (Suz).

250 A: 1. Anthony Pocorobba (Suz); 2. Robbie Horton (Kaw); 3. Jarrett Tipping (Suz); 4. Austin Squires (Suz); 5. J.D. Collins (Kaw).

P/W (4-6): 1. Ricky Renner (KTM); 2. Daniel Lyautey (KTM); 3. Jon Cump (LEM); 4. Dean Dyess (Lem); 5. Tony Rhonellii (KTM).

P/W (7-8): 1. David Millsaps (Cob); 2. Kyle Chisholm (Cob); 3. Kyle Orr (Cob); 4. Philip Hewett (Cob); 5. Jeff Llucido (Cob).

65 (7-11): 1. James Stewart (Kaw); 2. Nathan Davenport (Kaw); 3. Matthew Goerke Kaw); 4. David Millsaps (Kaw); 5. Bryan Johnson (Kaw).

85 (7-11): 1. James Stewart (Kaw); 2. Gene Tull (Suz); 3. Nathan Davenport (Kaw); 4. Dan Truman (Kaw); 5. Bryan Johnson (Suz).

85 (12-13): 1. Aaron Lindsey (Kaw); 2. Chad Johnson (Suz); 3. Oscar Medrano (Suz); 4. Troy Adams (Suz); 5. Robert Farnell (Yam).

85 (14-15): 1. Matt Walker (Yam); 2. Leigh Reserver (Yam); 3. Jesse Adams (Suz); 4. Derrick McKinney (Kaw); 5. Michael Stevenson (TM).

S/MINI: 1. Matt Walker (Yam); 2. Kyle Farnell (Yam); 3. Chad Johnson (Suz); 4. Aaron Lindsey (Kaw); 5. Oscar Medrano (Kaw).

125 YTH: 1. Kyle Farnell (Yam); 2. Ernesto Fonseca (Yam); 3. Brad Cannon (Yam); 4. Jeremy Shuttleworth (Suz); 5. Aaron Lindsey (Kaw).

16-24: 1. Shae Bentley (Kaw); 2. Thomas Barron (Suz); 3. Jose Arce (Yam); 4. Justin Guthrie (Kaw); 5. Joey Belmont (Kaw).

25+ A: 1. Barry Carsten (Suz); 2. Brian McElroy (Yam); 3. Alan Andreu (Kaw); 4. Earl May (Kaw); 5. Ricky Palmer (Hon).

30+ A: 1. Earl May (Kaw); 2. Pat Barton (Suz); 3. Kevin Knight (Hon); 4. Bobbie Wilson (Kaw); 5. Scott Currie (Hon).

25+: 1. Mark Beamer (Suz); 2. Marcus Pedrero (Suz); 3. Steve Dumond (Yam); 4. Timothy Eggers (Suz); 5. Jeff Reynolds (Yam).

30+ B/C: 1. Mike McConville (Yam); 2. Willis Brock (Hon); 3. Mark Beamer (Suz); 4. Greg Henkey (Yam); 5. Timothy Eggars (Suz).

35+: 1. Dean Dyess (Yam); 2. Eric Harvey (Yam); 3. Willis Brock (Hon); 4. Greg Henkel (Yam); 5. Bob Riker (Kaw).

40+: 1. Kenneth Frankenberry (Hon); 2. David Clemence (Kaw); 3. Chris Douthitt (Hon); 4. Jeff Hughes (Kaw); 5. Johnny Borders (Kaw).

50+: 1. Gary Doggett (Hon); 2. George Singler (Hon); 3. Terrell Melborn (Suz); 4. Frank Garillo (Hon); 5. Ted Shortridge (Hon).

125 B: 1. Shae Bentley (Kaw); 2. Jason Thomas (Hon); 3. Thomas Barron (Suz); 4. Justin Guthrie (Kaw); 5. Marcus Pedrero (Suz).

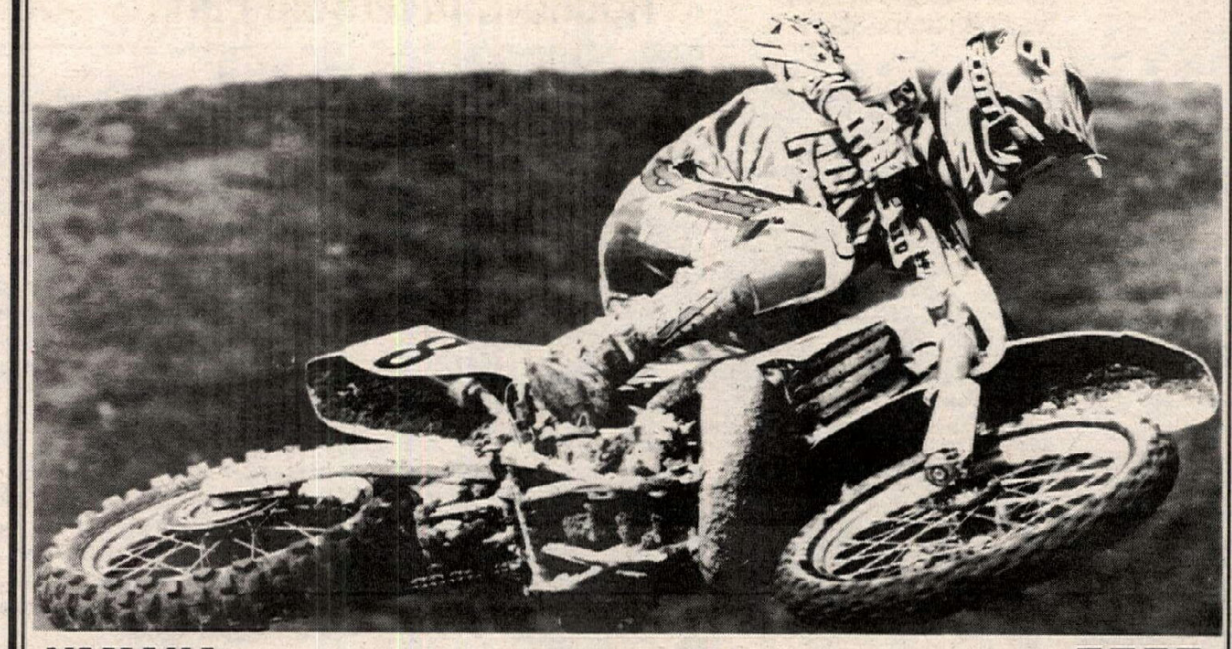
250 B: 1. Jason Thomas (Hon); 2. Marcus Pedrero (Suz); 3. Scott Lamb (Hon); 4. Jeff Reynolds (Yam); 5. Darren McElhattan (Yam).

500 NOV: 1. Chris Shortridge (Hon); 2. Mike McConville (Hon); 3. Robert Brown (Kaw); 4. David Kuyhausen (Hon); 5. Mark Bazinet (Kaw).

125 C: 1. Roger Thayer (Kaw); 2. Andrel Boloni (Suz); 3. Margan White (Hon); 4. Jessen Fleming (Hon); 5. Jim Preuatte (Yam).

250 C: 1. Jesse Fleming (Hon); 2. John Gotlen (Yam); 3. Tim Stokes (Hon); 4. Dave Curry (Hon); 5. Roger Thayer (Kaw).

1996 AMA SUPERCROSS SERIES



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Ryan Flyin'

By John Silva

MARYSVILLE, CA, JAN. 7

Rick Ryan emerged as the top professional racer in the 20th annual Golden State Nationals opener at a fog-shrouded Riverfront Park. Ryan competed in 125, 250, and 500cc pro contests, and although he won only a single moto for the day, his consistent finishes (never out of the top five in six motos) garnered him the 250cc Pro overall, as well as third 500 and fourth overall in the 125cc race. Ryan's consistency was in marked contrast to the majority of competitors, as the large turnout of pros made for an unpredictable, crash-filled contest, and mixed results were the norm. Over 470 riders were on hand including 90 Pro entries, requiring 22 individual races that (including crash-caused delays) spanned from 9 a.m. until 8 p.m., the last three hours under the track's powerful lights.

When the gate dropped for the day's first event, 30 250cc pros raced for the first turn down Marysville's trademark one-tenth-mile drag race, led by Yoko/Lamson Porting-backed Rusty Holland, whose bikes were blazingly fast all day. Jockeying for position behind Holland were Tyler Hummel, J.R. Mason, Rodney Smith, Jake Windham and Rick Ryan. In a sign of things to come, Honda-mounted Mason was the first to part with his machine, crashing hard in the sandy back section.

"I was running third, but we (top 10 riders) were way close," said Mason. "One of the bikes slammed me and, boom! I was off the track and in the trees."

Mason's CR was wedged in the thick branches of a trackside willow, while Mason was briefly knocked unconscious when he landed some distance away. Although his bike was extracted intact and undamaged, Mason wisely elected to spectate the rest of the day.

While frantic place-swapping continued midpack, the leaderboard was stabilizing by the second lap. Holland stretched his lead on his screaming Suzuki, with Ryan, Hummel, Smith and Tyson Vohland giving chase. A short distance back, a second group of riders, led by Jake Windham, battled it out. At midrace, Spud Walters passed Windham, then followed a charging Vohland into the top five, while Windham, Pat Gomm, Pat Foster, Dean Matson and Jeff Pestana argued over who would fill out the top 10.

Foster was the next top rider to go down, crashing out of the moto, although back-marker endos brought out yellow flags in several locations during the race. One particularly difficult stretch was where faster riders needed to land in difficult rut-crossed braking bumps off a high-speed jump, just before the finish-area hairpin turn.

This proved to be the painful downfall of many throughout the day. Esposito was one who coolly avoided the mayhem to move into seventh, then pass both Windham and Hummel. Next, Esposito and Walters battled for fifth until Esposito secured the position with only one lap remaining in the eight-lap contest.

(Left) After some bad luck in the 250cc Pro class, Honda-mounted Tyson Vohland rebounded to top the Over 25 Pro class. (Below) A consistent Rick Ryan rode to the victory in a crash-filled 250cc Pro race, topping off-road ace Rodney Smith, who finished second.

Out front, Holland's lead began to shrink as Vohland and Ryan closed the gap while they diced for second. Holland had a good cushion, and held on to take the win, followed by Vohland, Ryan, Smith and Esposito. Next across were Walters, Gomm, Windham, Hummel and Matson, completing the top 10.

Vohland nailed the holeshot in a big way for moto two, although some riders later claimed Vohland, among others, jumped the gate. Officials watching the gate saw it otherwise, and ruled a fair start.

"Vohland hit the gate when it was three-quarters down, timing it perfectly - fair start." said Charlie Sexton, the CMC official in charge.

Vohland led the first lap, followed by Matson, Ryan, Justin Tierney and Smith. Tiearney was typical of many talented riders who had mixed results, as he could do no better than 20th in the first moto. Only a half-lap into the race, yellow flags were flying due to a crash in deep whoops near the river. On the previously mentioned finish-line straight, another rider went down, posting yet another yellow flag.

Vohland led the next two (relatively) uneventful laps, followed by Matson, Ryan, Tiearney and Smith. While the leaders were in the back section, Vohland crashed but was able to restart just inside of the top 10. Meanwhile, another rider fell in the same area that had proved so troublesome. Emergency medical team members signaled to stop the event, and the checkered flag flew, ending the race. Riders came off the track, some angry or confused, and were summoned to confer with officials. After much discussion and a democratic poll, the results were declared final based on the fourth-lap finishing order. Rounding out the top 10 were Esposito, Hummel, Nathan Woods, Vohland and Lowell Moural jr.

In the 125cc Pro contest Shane Esposito split a pair of moto wins with Holland, with Esposito getting the overall win and Pestana going 3-3 for third. Tyson Vohland won the hard-luck award in this class after leading both motos for a few laps only to crash out.

Vohland came back strong in the 25+ Pro race, easily topping a strong field with a perfect 1-1 score.

The top Intermediate rider was Donavan Mitchell, who won handily over Brian Sweaney and Hawk White. CN

Riverfront Park
Marysville, California
Results: January 7, 1996

500 PRO: 1. Rusty Holland (Hon); 2. Dean Matson (Hon); 3. Rick Ryan (Hon); 4. Ray Crumb (Hon); 5. Mark Klauser (Hon).

250 PRO: 1. Rick Ryan (Suz); 2. Rodney Smith (Suz); 3. Spud Walters (Suz); 4. Shane Esposito (Suz); 5. Tyson Vohland (Hon).

125 PRO: 1. Shane Esposito (Suz); 2. Rusty Holland (Suz); 3. Jeffery Pestana (Hon); 4. Rick Ryan (Suz); 5. Rodney Smith (Suz).

25+ PRO: 1. Tyson Vohland (Hon); 2. Pat Gomm (Suz); 3. D. Bisceglia (Suz); 4. Greg Tirheimer (Suz); 5. Robb Forsberg (Hon).

30+ PRO: 1. Rodney Smith (Suz); 2. Dave Coupe (Hon); 3. Brett Cross (Suz); 4. Mike Johnson (Suz); 5. Parry Klassen (Yam).

30+ MSTR: 1. Jon Zahrt (Yam); 2. Jay Schroeder (Hon).

30+ INT: 1. Steve Richards (Yam); 2. John Matalamaki (Suz); 3. Joe McCrummen (Yam); 4. Randy Kersiake (Hon); 5. Don Mendenhall (Yam).

25+ MSTR: 1. Brian Sweeney (Suz); 2. Jon Zahrt (Yam); 3. Travis Sluder (Kaw).

25+ AM: 1. Steve Hatch (Suz); 2. Mike Hodges (Suz); 3. John Matalamaki (Suz); 4. Shawn Freiling (Kaw); 5. Shad Echelberger (Kaw).

30+ JR: 1. Cooper Stubbs (Kaw); 2. Jim Duanza (Hon); 3. Emmit Ramirez (Hon); 4. Mark Dawson (Hon); 5. Derek Tassis (Hon).

30+ BEG: 1. Don Hodges (Yam); 2. Scott Sanderson (Hon); 3. Hank Fan (Suz); 4. Jon Smith (Hon); 5. Ron Dotto (Hon).

40+ MSTR: 1. Parry Klassen (Hon); 2. Dave Eakam (Hon); 3. John Handlin (Yam); 4. Jim Lamkin (Hon); 5. Robert Hansen (Suz).

40+ AM: 1. Richark Schilling (Hon); 2. Broderick Wadlow (Hon); 3. Chuck Hamilton (Hon); 4. Jim Vandivier (Hon); 5. Jim Arbogast (Hon).

500 AM: 1. Mike Hodges (Hon); 2. Cliff Cook (Hon); 3. David Pile (Hon); 4. David Montgomery (Hon); 5. Phillip Sugundo (Hon).

250 INT: 1. Donovan Mitchell (Yam); 2. Brian Sweaney (Suz); 3. Hawk White (Hon); 4. Josh Chisum (Hon); 5. Mike Hodges (Suz).

250 JR: 1. John Mantevfel (Kaw); 2. Linc Linebaugh (Hon); 3. Zeb Armstrong (Yam); 4. Mike Morgan (Hon); 5. Steve Jenkens (Hon).

250 BEG: 1. Rick Crenshaw (Kaw); 2. Lou Lopez (Kaw); 3. Joe Rodrigues (Hon); 4. Tim Melins (Suz); 5. Jason Cain (Hon).

125 INT: 1. Jeff Northrop (Kaw); 2. Tyler Evans (Suz); 3. Danny Smith (Yam); 4. Doug Parsons (Suz); 5. Steve Hatch (Suz).

125 JR: 1. Cory Morais (Yam); 2. Stan Lundquist (Suz); 3. Jimmy Totten (Hon); 4. Calvin Andlovec (Kaw); 5. Aaron Burns (Hon).

125 BEG D-1: 1. Matt Sluder (Suz) 2. Arnold Dutra (Hon) 3. Lee McLaughlin (Suz); 4. Clayton Backlund (KTM); 5. Cory Bunse (Hon).

125 BEG D-2: 1. Travis McDonald (Hon); 2. Jeff Antaine (Hon); 3. George Webb (Suz); 4. Richard Santos (Hon); 5. Zach Smith (Yam).

80 (7-11): 1. Bobby Bonds (Kaw); 2. Eric Nye (Suz); 3. Brandon Layton (Yam); 4. Cole Siebler (Suz); 5. Robert Harold (Yam).

80 BEG: 1. Nick Jarret (Hon); 2. Chris Loredo (Kaw); 3. Vincent Blair (Suz); 4. Scott Stetler (Suz); 5. Kyle Marsalla (Suz).

80 (14-16): 1. Dustin Miller (Hon); 2. Mike Mason (Suz); 3. Michael Patterson (Kaw); 4. Michael Patterson (Hon); 4. Michael Patterson (Kaw); 5. Joey Allan (Suz).

80 (12-13): 1. Daniel Blair (Hon); 2. Nathan Tiearney (Suz); 3. Randy Norman (Yam); 4. David Boothe (Hon); 5. Freddy Wiechers (Hon).

60 (9-11): 1. Brandon Layton (Kaw); 2. Charlie Morrison (Kaw); 3. Kyle Rytter (Kaw); 4. Nick Davis (Kaw); 5. A. J. Perez (Kaw).

60 (0-8): 1. Jared Morrison (Kaw); 2. Ryan Dalton (Kaw); 3. Ryan Montgomomery (Kaw); 4. Darren Nye (Kaw) 5. Tony Lavezzo (Kaw).

P/W (7-9): 1. Jake Weimer (KTM); 2. Kyle Stamback (KTM); 3. Joel Grosskopf (Suz); 4. Normajean Jean (Yam); 5. Walt Williams (KTM).

P/W (4-6): 1. Ryan Ferris; 2. Bryar Miles (KTM); 3. Stenson Womack (KTM); 4. Matthew Spencer (KTM); 5. Tyler Dalton (KTM).

ZITTERKOPF ACES CALIFORNIA CITY GP

By Kit Palmer
Photos by Peralta Design and Palmer

CALIFORNIA CITY, CA, JAN. 6-7

Kawasaki Team Green's Greg Zitterkopf said he wanted to use the California City GP as a warmup for the upcoming off-road season, but from the look of things, Zitterkopf is already plenty warm, if not downright hot. Zitterkopf was simply in a league of his own as he ripped the competition in both the Pro and Vet divisions to get his new year started off on the right foot.

"I heard about this race a little while ago, and I thought it would be fun to do," said Zitterkopf. "No pressure, just go out and have a little fun." And that he did.

This event marked the return of off-road racing to California City, as the small, desert community just north of Mojave hadn't seen an official off-road motorcycle race within its city limits in many years. Lou Peralta of Baja Promotions pulled all the right strings to get racing back to California City and enjoyed a modest crowd of racers that came out to participate in the two-day event.

"California City was a hotbed of racing many years ago, and the city wants to bring racing back and bring in more revenue," said Peralta. "I really have to thank the city of California City, the mayor, the city council and the EDC (Economic Development Corporation) for their help, as well as the Desert M.C. for some of their guys coming out to help work checks and sweep."

Local desert racers felt right at home at Cal City, as the GP featured a 10-mile-a-lap course over semi-technical desert terrain, much of which consisted of "roller-coaster" two-track dirt roads, some single-track cross-grain sections, a couple of hills, a long, paved straightaway section, but very few fast whoop-de-doo sections to speak of. Those who chose to gear up for the event were happy to find out that they had indeed made the right choice. The checkered flag came out at the one-hour mark for each race, resulting in most riders getting in four laps, except for the Pro race, which lasted 90 minutes.

"We didn't want to make this one a killer," said Peralta. "This was a tuneup race, and we didn't want to beat everyone up so early in the year. We wanted to introduce everyone here, make everyone finish and have a good time. In our September race here, which will offer D-37 points, it will be tougher."

Zitterkopf competed in both the Vet and Pro-class races and cruised to victory in each outing. In the Pro race, Zitterkopf jumped out to an early lead and enjoyed about a 45-second cushion over Team Honda's Jeff Capt, riding an XR600, by the end of the first lap. Zitterkopf nearly doubled his advantage over Capt the next time around and went on for an easy victory. Capt finished all alone in second, while Kawasaki Team Green rider Dan Vanstee rounded out the top three.

In the Vet race, Zitterkopf again strolled to victory, while Bill Maxim rode his Kawasaki to second place over Doug Mohr.

Jason Higgins and Jon Parks squeezed out five laps in their battle in the Open Expert class, and when the dust had settled, it was Higgins who had emerged victorious. The top Open Amateur was Greg Cook, who finished third overall. Brian Keys was the number-one Open Novice in eighth overall.

Amateur-class riders Mike Dion and Rhett Higgins filled the top two positions in the 250cc class, beating the top-finishing Expert-ranked rider Scott Forward, who took the checkered flag in third overall. Jeremy Lillywhite topped the Novice class, and Chad Peters aced the Beginners.

In the 125cc race, Chris Jonnum opened up a quick lead and was never challenged to the checkers, despite suffering a hard get-off on the last lap.

The largest race of the weekend featured the Seniors, Magnum, Super Seniors, Women, Classic and Vintage classes all running together, with Senior Expert rider Scott Anders scoring the overall win over Steve Argubright and Tom Holmes. CN

(Above) Kawasaki Team Green's Greg Zitterkopf (15) jumps out to an early lead ahead of Dana Vanstee (18) at the start of the Pro race at the California City Tune-Up GP. Zitterkopf went on to win as well as take the overall in the Vet division.
(Left) Honda's Jeff Capt took runner-up honors in the Pro class.

(Above) Greg Cook scored the Open Amateur-class victory.
(Left) Kevin Jones was a front-runner in the Vet Beginner division. He went on to finish second behind Larry Jones.
(Below) James Keeler rode his 1974 Suzuki TM125 to the Vintage-class win.

New Year's Tune-Up GP
California City, California
Results: January 6-7, 1996

PRO: 1. Greg Zitterkopf (Kaw); 2. Jeff Capt (Hon); 3. Dan Vanstee (Kaw); 4. Tommy Roberts (Kaw); 5. Craig Hunter (Hon).
OPEN EX: 1. Jason Higgins (Kaw); 2. Jon Parks (Kaw); 3. Rhett Higgins (Kaw); 4. Brent Farrell (Hus); 5. Darren Pritchett (KTM).
OPEN AM: 1. Greg Cook (Hon); 2. Michael McPherson (Hon); 3. Rick Reed (Yam); 4. Michael Maute (KTM).
OPEN NOV: 1. Brian Keys (Hon); 2. Sean O'Keefe (Hon).
OPEN BEG: 1. Chad Banta (ATK).
250 EX: 1. Scott Forward (Kaw); 2. David Grabtreet (Kaw).
250 AM: 1. Mike Dion (Yam); 2. Rhett Higgins (Kaw); 3. Mark Goelz (Hon); 3. Tim Clark (Kaw).
250 NOV: 1. Jeremy Lillywhite (Yam); 2. Phillip Notick (Hus); 3. Timothy Meissner (Yam).
250 BEG: 1. Chad Peters (Yam); 2. Matt Kile (Hon).
125 AM: 1. Chris Jonnum (Kaw); 2. Kit Palmer (TM); 3. Paul Carruthers (Yam); 4. Jeff Hain (Hon); 5. Mark Hoyer (Yam).
DUAL SPRT NOV: 1. George White (Hon); 2. Kevin Jones (KTM); 3. Joseph Meyer (Suz); 4. Erik Coutts (Hon).
4-STRK EX: 1. Tim Clark (Hon).
4-STRK AM: 1. Todd Broussard (Kaw); 2. Michael Mills (Hon); 3. John Thompson (Hon).
4-STRK NOV: 1. Sean O'Keefe (Hon); 2. Randy Cochran.
VET EX: 1. Greg Zitterkopf (Kaw); 2. Bill Maxim (Kaw); 3. Doug Mohr (Hon).
VET AM: 1. Steve Morefield (Hon); 2. Harold Smith (KTM); 2. Todd Broussard (Kaw); 3. Rhett Higgins (Kaw).
VET NOV: 1. Jody Miller (Hon); 2. Francis Russell (Hon); 3. Michael Prebe (Hon); 4. Andy Cossio (Hus).
VET BEG: 1. Larry Jones (Hon); 2. Kevin Jones (KTM); 3. David Hagberg (Hon); 4. Dave Schriener (Suz); 5. Robert Hobbs (Suz).
SR EX: 1. Scott Anderson (Yam); 2. Steve Argubright (Hon); 3. Tom Holmes (KTM); 4. Andy Koch (Yam); 5. Cork Krickbaum (Hon).
SR AM: 1. Steve Anderson (Suz).
SR NOV: 1. Bruce Niles (Hon); 2. Daniel Wallace (KTM); 3. Alan Gregg (Hus); 4. Randy Cochran (Hon).
MAG EX: 1. Dennis Patterson (Kaw); 2. Dennis Tooman (Yam); 3. Scott Walker Sr. (Hon).
MAG AM: 1. Ken Nichols (Hon); 2. Eugen Jasperson (ATK).
MAG NOV: 1. Ron McDonald (KTM).
S/SR EX: 1. Francis Russell Jr. (Hon).
WMN EX: 1. Denise Engstrom (Kaw).
WMN AM: 1. Amy Horst (Hon); 2. Mary Sullivan (Kaw).
VINT: 1. James Keeler (Suz); 2. Scott Gregory (Mon).
CLSC: 1. Jim Borden (Hus).

Round 4: Will Rogers Coliseum

Buehl storms the Fort

By Kat Spann
Photos by Chris Boice and Chris Deutschen

FORT WORTH, TX, JAN. 5-6

Tuf Racing teamster Jeromy Buehl left quite an impression on Texas race fans during both nights of competition at the Will Rogers Coliseum during the MSR/Answer/KBC Arenacross, round four of the PJ1 Super Arenacross Series.

In front of a combined crowd of over 16,200, Buehl rode his Team Green/Thor-backed KX to 125cc Expert victories on Friday and Saturday night while his Tuf teammate, Team Green/Thor-backed Jimmy Gaddis, proved to be too tough for the rest of the competition in the 250cc main event on Saturday. Todd DeHoop was the only rider to spoil a perfect weekend for the Tuf Racing team by winning Friday's 250cc Main event aboard his F&S Suzuki/Answer/Scott-backed RM.

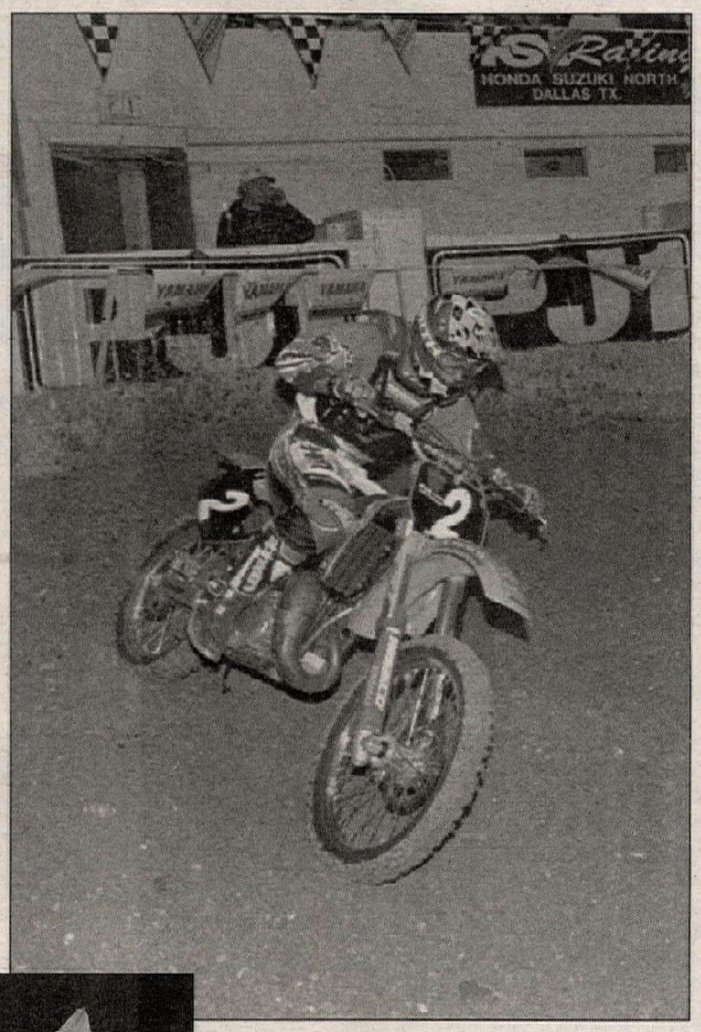
A mere six points now separate the first-placed Buehl and the runner-up Gaddis in the series points standings with DeHoop remaining a strong contender in third place.

The race was run in conjunction with the Fourth Annual Dallas/Fort Worth Motorcycle and Sports Expo, produced and managed by Mike Kidd Promotions.

FRIDAY NIGHT

Friday's 125cc main event jump-started the evening crowd when Buehl blasted off the rubber-band start to lead the 14-rider gate. Former AMA 125cc National Champion Guy Cooper took the lead spot from Buehl in the whoops after the start, with Gaddis third and Cliff Palmer fourth.

Cooper led for two laps before Buehl took back the lead in the same spot where Cooper had taken it from him - in the whoops. Gaddis held his ground in third ahead of the battle between DeHoop and Charley Bogard for fourth. Bogard hounded DeHoop and caught him in the corners but lost him down the brief straight. Bogard finally made his move over the triple on lap six and established a hold on the fourth spot.



(Above left) How close can arenacross racing be? This close. Todd DeHoop (18) and Guy Cooper (50) rubbed elbows during round four of the PJ1 Super Arenacross Series at the Will Rogers Coliseum.
(Above) Jeromy Buehl was unstoppable in the 125cc Expert ranks. The Tuf Racing rider claimed feature wins on both nights of competition.
(Left) Reigning AMA National Arenacross Champion Jimmy Gaddis gives a post-race interview. Gaddis performed a flag-to-flag romp in the 250cc main event on Saturday.

Buehl held his ground out front for the win while Cooper fended off Gaddis despite swapping positions halfway through the main event, when Gaddis flew past Cooper over the rockers. Cooper wicked it up and was first to the next turn, securing second on the podium.

"I knew Cooper was going fast," Buehl said on the podium. "And I knew I had to be a little faster if I was going to win."

Friday night' s 250cc main event was destined to be the race of the weekend as Buehl was left on the ground in the first turn after his successful 125cc bid just 30 minutes prior. DeHoop raced out front through the whoops at the start of the race, with Cooper in the second position. Brandon Lacey started in third, but his position was short-lived when Palmer breezed through the whoops and passed Lacey for the number-three spot.

The race tightened up with DeHoop defending his lead against both Cooper and Palmer, who gave it his all in the whoops at the beginning of lap six and passed Cooper for second. But the top three met in the next turn as they prepared to jump the Red Dog Triple. Cooper and Palmer landed side by side, with Cooper squaring off the turn, pushing Palmer high into the berm. Palmer tried to return the favor to Cooper in the next turn at the end of the following jump section, but Cooper would have no part of it as he concentrated on catching DeHoop.

Two laps later, Palmer had to bow out of the race with 12 laps to go.

"My CDI box came loose and was bouncing between my forks and number plate, which killed my bike and any chance at a good finish," Palmer said.

DeHoop continued to lead the race with Cooper breathing down his airbox, and Gaddis moving up to third. In the meantime, Buehl hadn't let his first-turn fall hold him back, and he gradually worked his way through the pack to sixth.

Cooper began to work magic on lap 14 when he caught DeHoop and then raced side by side with him over most of the jumps and into the turns.

The white flag came out and everyone came to their feet with less than 30 seconds remaining till the finish. The Suzuki riders kept up their speed through the whoops, over the triple, out of the turns, and over the step-up. With only three jumps and one turn left before Vern Bell's checkered flag, Cooper jumped into the last corner, caught his shoulder on the inside barrel and went down. DeHoop rallied to the finish and the win as Cooper recovered and finished second before Gaddis, who raced in third, could catch him.

SATURDAY NIGHT

Buehl continued his winning efforts in the 125cc main event on Saturday as he led Gaddis and Cooper onto the course. Gaddis nailed the turn to the Red Dog Triple and took over the lead with Buehl in second as a pileup on the landing berm saw Cooper, Bogard and Cliff Adoptante on the ground.

Gaddis kept the lead into lap eight until Buehl hammered through the whoops and took the lead for good. Palmer and DeHoop waged a heated battle for third, but it was DeHoop who took the brass ring and raced into third, where he finish behind Buehl and the second-placed Gaddis.

"I got a good start and made a mistake in the whoops, and Jimmy got by me," an elated Buehl said. "Then Jimmy made a mistake, and I was able to get back around him."

Buehl sizzled again in the 250cc main as Gaddis and Palmer chased him into the whoops, but Gaddis had the Red Dog Triple down pat and passed for the lead as the riders launched off it. Cooper and DeHoop battled for fourth until DeHoop stuffed Cooper in the turn to the triple and took over fourth.

Gaddis was focused and flawless as he led the 20-lap main, leaving Buehl and Palmer to battle over second. Buehl made a few mistakes on his landings that allowed Palmer to stay up with him. Sixteen laps into the race, Palmer fell in the whoops, opening the door to DeHoop for third. Buehl kicked in the afterburners and began to reel in Gaddis, but with only three short laps to go, Buehl was unable to catch his teammate. Gaddis took the win followed by Buehl and DeHoop.

"I'm very happy to come out on top. I've been working really hard," Gaddis said in the winner's circle. "The fans were great, and I really want to thank them for coming out and cheering us on." CN

Will Rogers Coliseum
Fort Worth, Texas
Results: January 5-6, 1996

Friday

125 EX: 1. Jeromy Buehl (Kaw); 2. Guy Cooper (Suz); 3. Jimmy Gaddis (Kaw); 4. Charley Bogard (Suz); 5. Todd DeHoop (Suz); 6. Grayson Goodman (Suz); 7. Mark Morris (Yam); 8. Erick Vallejo (Kaw); 9. Shawn Morgan (Kaw); 10. Brad Woolsey (Kaw); 11. Trey Owens (Kaw); 12. Kenny Bertram (Suz). 13. Travis Hodges (Kaw); 14. Cliff Palmer (Suz).

250 EX: 1. Todd DeHoop (Suz); 2. Guy Cooper (Suz); 3. Jimmy Gaddis (Kaw); 4. Travis Hodges (Kaw); 5. Shawn Morgan (Kaw); 6. Jeromy Buehl (Kaw); 7. Isaiah Johnson (Kaw); 8. Billy Akers (Kaw); 9. Trey Owens (Kaw); 10. Brad Woolsey (Kaw); 11. Brandon Lacey (Kaw); 12. Mark Morris (Yam); 13. Cliff Palmer (Suz); 14. Charley Bogard (Suz).

50: 1. Michael Carder (LEM); 2. Scotty Wennerstrom (LEM); 3. Jimmy Lay; 4. Trey Flores (KTM); 5. Ryan Wilson (LEM); 6. D.J. McMillon (Yam); 7. Jake Mullins (KTM); 8. Elliott Garner (KTM); 9. Bryan Burnett (KTM); 10. Levi Gilliam (KTM); 11. Michael Pritchett (Yam); 12. Ryan Granthom (Cob); 14. Shane Squires (LEM).

Saturday

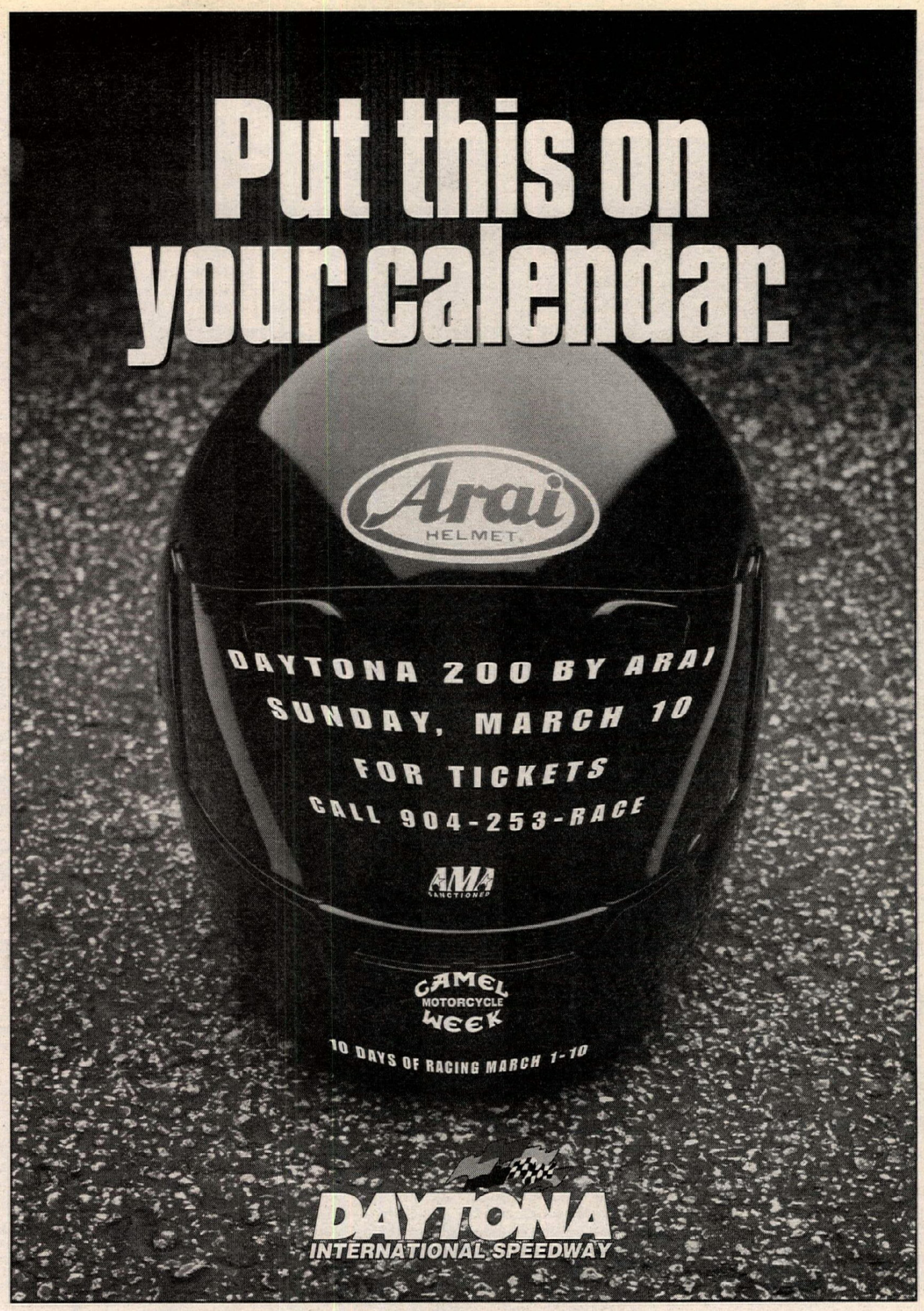
125 EX: 1. Jeromy Buehl (Kaw); 2. Jimmy Gaddis (Kaw); 3. Todd DeHoop (Suz); 4. Cliff Palmer (Suz); 5. Grayson Goodman (Suz); 6. Travis Hodges (Kaw); 7. Guy Cooper (Suz); 8. Andy Bowyer (Kaw); 9. Brad Woolsey (Kaw); 10. Charley Bogard (Suz); 11. Brandon Lacey (Suz); 12. Clifford Adoptante (Hon); 13. Trey Owens (Kaw); 14. Billy Akers (Kaw).

250 EX: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Kaw); 3. Todd DeHoop (Suz); 4. Guy Cooper (Suz); 5. Grayson Goodman (Suz); 6. Charley Bogard (Suz); 7. Shawn Morgan (Kaw); 8. Brad Woolsey (Kaw); 9. Andy Bowyer (Kaw); 10. Billy Akers (Kaw); 11. Brook Fluker (Hon); 12. Brandon Lacey (Kaw); 13. Cliff Palmer (Suz); 14. Travis Hodges (Kaw).

50: 1. Ryan Granthom (Cob); 2. Shane Squires (LEM); 3. Scotty Wennerstrom (LEM); 4. Michael Carder (LEM); 5. Michelle Marella (LEM); 7. Cody Clark (KTM); 8. Ryan Wilson (LEM); 9. Bryan Burnett (KTM); 10. Dustin Shows (KTM); 11. Kandis Yearby (Yam); 12. Elliott Garner (KTM); 13. Joseph Marburger (KTM).

AMA PJ1 SUPER ARENACROSS SERIES POINT STANDINGS (After 4 of 12 rounds): 1. Jeromy Buehl (268/5 wins); 2. Jimmy Gaddis (262/3); 3. Todd DeHoop (233/1); 4. Cliff Palmer (182); 5. Grayson Goodman (175); 6. Shawn Morgan (128); 7. Chad Pederson (126/2); 8. Mark Morris (96); 9. Charley Bogard (88); 10. Brad Woolsey (87); 11. Andy Bowyer (86); 12. Mike Jones (68/2); 13. Denny Stephenson (67/2); 14. Guy Cooper (63); 15. Greg Rand (62); 16. Scott Sheak (58/1); 17. Barry Carsten (56); 18. Jeff Curry (53); 19. Travis Hodges (39); 20 Jeff Hedden (38).

Upcoming Rounds:
Round 5 - Guthrie, Oklahoma, January 12-14
Round 6 - Niagara Falls, New York, Jan. 19-21



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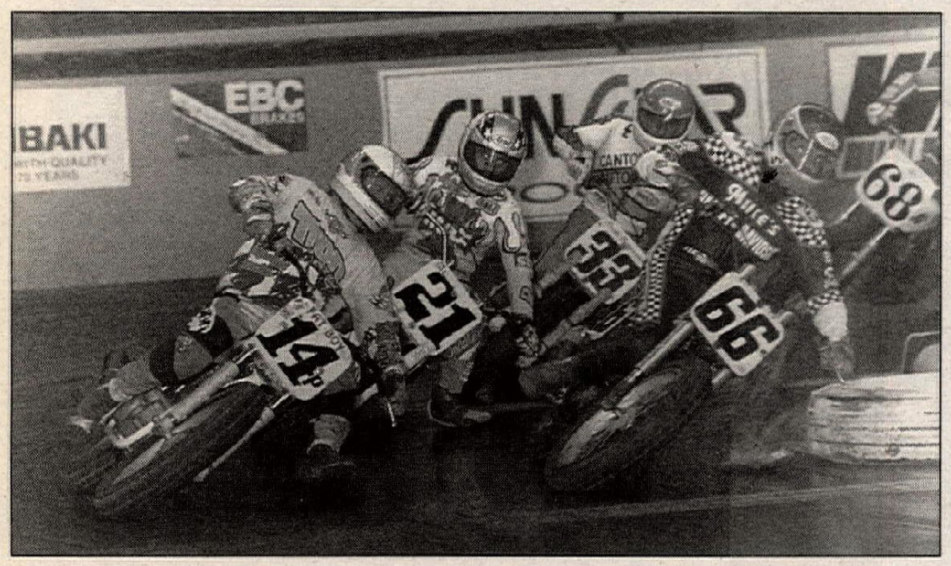

Healey cans 'em

By Chris Jonnum
Photo by Kinney Jones

CARSLBAD, CA, DEC. 10

When former and future World Championship GP rider Mike Healey heard that Frank Thomason and Racing Enterprises were hosting their annual charity event, he apparently got the wrong idea. While most racers went the normal route of donating several cans of food for the needy, Healey turned the 250 and 500cc Pro divisions into charities of his own, no doubt depositing the class purses into his tattoo fund.

(Top) A spode's-eye view of the race-two competitors floundering through turn one at the Carlsbad Christmas GP. (Above) Recil Hart (14P), Will Davis (21), Dave Hebb (33) and Geo Roeder II (66) battle for the lead in the 600cc Expert main event at the Old Time Newsies for Charity indoor ST. Davis took control late in the race for the win.

The Christmas GP is quickly becoming a must-do event for Southern California motocrossers and off-roaders alike. The six-mile course is traditionally designed with input from San Diego fast, bald guy Scot Harden, and includes everything from wide-open pavement stretches, portions of the motocross track, hairball desert singletrack and a flat-track section in the lower pits. The bulk of the course is utilized just once a year.

With the quarter-liter Pros running in the first race of the day, Healey wasted little time in bolting to the front and leading the hour-long race to the finish - his baggy LBZ gear flapping in the breeze the entire way. Former 125cc National Champion Marty Smith shadowed him in the early going before slipping to fourth, relinquishing the second and third spots to Scott Sheak and Donald Upton.

Many of the Old Pharts competed in the second race, along with the traditional Cycle News class. Race announcer Walter Crawford finally showed up, rubbing the sleep from his eyes, and had the crowd laughing as he ridiculed the defenseless competitors. This outing was handled by Smith, who came out ahead of Micky Dymond - a poet and former Husqvarna and Honda factory rider who was back on a Husky at the 'Bad. Highlights of race two included a pavement crash by Greg Mitchell, photographer Kinney Jones snapping pictures while riding, and course sweeper Kenny Mallow wadding hard enough to break his broom.

Upton returned for race three, which saw the hyper small-displacement pilots doing battle with the remainder of the geriatric set. Upton put his CR125 on top of the Pro ranks, with Ty Kady emerging as the runner-up. CN

Results

80 BEG: 1. Brandon Fox (Suz); 2. Maryann Hobos (Kaw).
80 JR: 1. Mike Gould (Hon); 2. Brandon Hamlett (Kaw); 3. Trevor Cox (Kaw); 4. Cole Sleeter (Yam).
80 INT: 1. Michael Sleeter (Yam).
80 EX: 1. Danny Carlson (Hon).
125 BEG: 1. Kory Klinger (Kaw); 2. Steven Crum (Yam); 3. Bryam Frost (Suz); 4. David Marin (Kaw); 5. Jeremy Murphy (Suz).
125 NOV: 1. Manny Arias IV (Hon); 2. Greg Chimits (Hon); 3. Dusty Walters (Yam); 4. Dennis Jones (Kaw); 5. Joseph Homer (Yam).
125 INT: 1. Colin Eberly (Hon).
125 PRO: 1. Donald Upton (Hon); 2. Ty Kady (Suz); 3. Fred Willert (Suz); 4. David Demangos (Hon); 5. Doug Schweizer (Hon).
250 BEG: 1. Joe Desiosiers (Hon); 2. Matt Kennedy (Kaw); 3. Daniel Girton (Yam); 4. Billy D'Ochio (Suz); 5. Brian Kellerman (Yam).
250 NOV: 1. Bill Rohde (Hon); 2. Roy Basin (Yam); 3. Jason Bicknell (Kaw); 4. Douglas Albin (Yam); 5. Bob Zingg (Suz).
250 INT: 1. Paul Cortez; 2. Rob Wilshire (Hon); 3. Jake Trust (Kaw); 4. Rob Engel; 5. Frankie Brindage (Kaw).
250 PRO: 1. Mike Healey (KTM); 2. Scott Sheak (Suz); 3. Donald Upton (Hon); 4. Marty Smith (Yam); 5. Angelo Ingrande (Hon).
500/4-STRK BEG: 1. William Prario (Hon); 2. Chris Kirby (Yam); 3. Patrick Gaffey (Hon); 4. Pip Hancox (Hus); 5. Dean Nesbitt (Hon).
500 NOV: 1. Roy Basin (Yam); 2. John Tookey (Kaw); 3. Jack McCormick (Yam); 4. Eric Carr (Kaw).
4-STRK NOV: 1. Jim Hudson (Hon); 2. Rick DeFalco (Hon); 3. Stephen Isenhower (Hon); 4. (TIE) Jim Connolly (Hon)/Earle Kellett (Hon).
500 INT: 1. Joseph Gonzales; 2. Mike Bloom (Hon); 3. John Willis (Kaw); 4. Ron Coleman (Hon).
500 PRO: 1. Mike Healey (KTM); 2. Johnny Brown (Hon); 3. Johnny Campbell (Hon).
BEG (25-29): 1. Kim Bird (Yam); 2. Jeremy Myers (Hon); 3. John Hockett (Yam).
JR (25-29): 1. Todd Flaming (Yam); 2. Tom Hunter (Hon).
INT (25+): 1. Giovanni Spinali (Yam); 2. Jason Bichnell (Kaw); 3. John Thomas (Yam).
VET BEG: 1. Michael Simmon (Yam); 2. David Reynolds (Yam); 3. Keith Sherman (Hon); 4. Don Cayo (Hon); 5. Ben Severin (Hon).
VET JR: 1. Paul Vogelsang (Yam); 2. Jeff Seifert (Yam); 3. Eddie Moere (Hon); 4. Bruce Virgilio (Yam); 5. Bob Scholz (Yam).
VET INT: 1. Ron Wilshire (Hon); 2. Ron Lawson (Yam); 3. Chip Morton (Hon); 4. Bobby Vehel (Hon); 5. Jim Willmon (Yam).
VET PRO: 1. Marty Smith (Yam); 2. Micky Dymond (Hus); 3. Willy Musgrave (Hon); 4. Bob Weber (Hon); 5. Dave Donatoni (Hon).
NOV (40+): 1. Mark Johnson (Suz); 2. Wes Maine (KTM); 3. Robert Gurga (Hon).
INT (40+): 1. Brad Wootton (Hon); 2. Richard Baugh (Yam); 3. Max Galligar (Kaw); 4. Gary Scott (Hon); 5. Dave Jacobul (Hon).
EX (40+): 1. Richard Eierstedt (KTM); 2. Ron Ruff (KTM); 3. George Kohler (Kaw); 4. Vince Skandunas (Hon); 5. Steve Bartley (Hon).
EX (50+): 1. John Knight (Yam); 2. Dennis Middleton (Hon); 3. Bill Carr (Yam); 4. Steve Bussell (Hon).
BMBR A: 1. Joseph Gonzalez (Mai).
CYCLE NEWS: 1. Chris Jonnum (Kaw); 2. Donn Maeda (Hon); 3. Jeff Hain (Yam); 4. Kit Palmer (KTM); 5. Forrest Hayashi (Hon).

Davis blasts Newsies Indoor ST

By Bert Shepard

DAYTON, OH, DEC. 9

"I am tickled to death," commented short track ace Will Davis after winning the 600cc Expert main event during the second running of the Old Time Newsies for Charity indoor short track at the Ervin J. Nutter Center. "I ran up high, just like last year. This year I just waited, and it paid off."

In 1994 Davis waited for a mistake that never came from race winner Steve Morehead, but things were different this year as the fourth-ranked GNC rider from North Carolina worked the late-race traffic to perfection for the win over Dave Hebb and Recil Hart. Hebb selected the inside pole for the 600cc Expert main and led the field off of turn two. Hebb, Hart and Davis quickly distanced themselves from the field. Hebb hugged the inside while Hart had the unenviable job of working on Hebb with Davis all over him. By the halfway point, the trio had distanced themselves from the battle among Pat Behrle, J.R. Schnabel and Tommy Hayden. Davis then tiptoed around the outside of Hart.

"I knew that there was no way to get under Recil, so I worked the outside," Davis said. "I also watched the traffic. The tires were holding better and better, and my confidence was returning."

The race would come down to traffic as Robert Lewis pulled wide and let the trio close on George Roeder II. Now, a dilemma faced Hebb and Hart. They had to get around Roeder and not fall prey to one another or Davis. The three leaders swarmed all over Roeder to no avail. With 18 laps completed, Hebb was balked

J.D. Collins
1977-1996

On Sunday, January 7th, the racing world suffered a tragic loss. A crash during the 250cc Pro Moto at Ocala, Florida claimed the life of J.D. Collins.

Those fortunate enough to have known J.D. will remember his competitive spirit and determination to excel. The skill and promise he showed were obvious throughout his racing career.

We will remember J.D. for his accomplishments while doing what he loved, and for the generosity and friendship he shared with those around him.

Our sincerest regards to the Collins family. J.D. will be missed by all, but he will not be forgotten.

TEAM GREEN
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avail. With 18 laps completed, Hebb was balked by Roeder. Hart and Davis seized the opportunity to pass both Hebb and Roeder. Davis then drove under Hart in turn one for the lead and the win.

"I had to be careful," Davis said. "The tires were working so well that the frame was dragging and picking up the rear wheel." Hart held on for second and Hebb went away from the Nutter Center disappointed for the second year in a row.

"It would have been a really nice Christmas present, but the traffic cost me $340!" commented the veteran Illinois racer.

The 600cc Pro-Am final was the sole possession of Illinois native Nick Danials, who had the concrete floor wired at the new multipurpose facility on the campus of Wright State University.

Results

600 EX: 1. Will Davis (Hon); 2. Recil Hart (Yam); 3. Dave Hebb (H-D); 4. Pat Behrle (Hon); 5. J.R. Schnabel (W-R).

600 PRO-AM: 1. Nick Danials (Yam); 2. Shawn Thomas (Rtx); 3. Aaron Scheid (Rtx); 4. Tom Cochran (Rtx); 5. Scott Hiers (W-R).

250 PRO-AM: 1. Glen Schnabel (Hon); 2. Robert Lewis (Hon); 3. L.J. Schaidt (Hon); 4. David Lloyd (Hon); 5. Ivan Carl (Hon).

50 JR: 1. John Dunlap (Cob); 2. Jarron Smith (Yam); 3. Brad Vanderkooi (Yam).

50 SR: 1. Ben Glisson (Yam); 2. Jacob Mohney (Yam); 3. Donnie Southers (LEM); 4. Joey Mathias (KTM).

80 JR: 1. Scott Morrison (Kaw); 2. Ben Glisson (Kaw).

80 SR: 1. Stephanie Welch (Yam); 2. Mat Osborn (Kaw); 3. Natalie Warner (Yam).

125: 1. Roger Lee Hayden (Yam); 2. Scott Morrison (Kaw); 3. Tom Bataille (KTM); 4. Stephanie Welch (Yam); 5. Allen Harrington (Kaw).

250 AM: 1. Nick Evans (Hon); 2. Bob Berry (Yam); 3. Ray Rees (Hon); 4. Cory Roth (Hon); 5. Travis Burnett (Yam).

OPEN AM: 1. Nicky Hayden (Hon); 2. Shawn Thomas (Hon); 3. Nick Evan (Rtx); 4. Barney Collins (Hon); 5. Steve Seiler (Yam).

Orland indoor ST kicks off

By Donna Hall

ORLAND, CA, DEC. 2-3

Orland's Championship Series opened up at the Glenn County Fairgrounds Commercial Exhibits Building to a very enthusiastic group of riders and spectators and with an added twist.

What made the weekend so very interesting were the three events that were run: quads, speedway, and flat track. All three were great on the one-tenth-mile indoor track at Orland and all have promised to return in the next two months.

The opening weekend of the Orland Indoor Championship Series belonged to Tony Meiring in his two classes, 80 and 100cc A. He ran a wire-to-wire program and was flawless, and that's pretty difficult to do on polished cement. Mark Corsetti took his best shot at catching Meiring, but Meiring just didn't make the mistake.

The 250cc Novice event on Sunday went to Greg Riddle, as did the Novice Open event. Riddle was one happy camper as he has came up empty for much too long.

Dan Feldhaus made winning look easy in Friday's Vet A Main as he put away Randy Freeman, who finished in second place. But on Saturday the win went to Freeman. The B main went to Bud Riddle on his trusty Yamaha.

John Grant rode both speedway and flat track events and won both; Grant was riding his last Novice events, and we should see B plates on all his bikes. Not once did he get a good start, and he had to ride his buns off and do some creative passing to take the checkered each time.

Former Grand National regular Ted Taylor won the Pro-Am events both days in the flat track and was also seen campaigning speedway bike, doing well in those events. CN

Results

Saturday

PRO-AM OPEN: 1. Ted Taylor (Rtx); 2. Justin Hermesky (Rtx).

PRO-AM 250: 1. Ted Taylor (Yam); 2. Justin Hermesky (Hon).

80: 1. Tony Meiring (Hon); 2. Mickey Lane (Hon).

60: 1. Brandon Inderbitzen (Hon); 2. Daniel Fowler (Kaw); 3. Frankie Lane (Kaw); 4. Corey Eaton (Kaw).

100 A: 1. Tony Meiring (Hon); 2. Mark Corsetti (Hon).

250 A: 1. Greg Riddle (Hon); 2. Justin Hermesky (Hon).

250 C: 1. Justin Oliveria; 2. Ted Janie (Suz); 3. Carl Oliveria.

VINT C: 1. Ted Janie (Suz); 2. Hayden Campbell (Bul).

VET C: 1. John Grant (Mai); 2. Tom Polito (Hon).

VET A-B: 1. Randy Freeman (Yam); 2. John Lund.

OPEN C: 1. Tom Polito (Hon); 2. Steve McKibbin; 3. Scott Taylor.

Sunday

PRO-AM EX: 1. Ted Taylor.

PRO-AM OPEN NOV: 1. Greg Riddle (Hon); 2. Dan Feldhaus (Rtx); 3. Chris Fisher (Rtx).

PRO-AM 250 NOV: 1. Greg Riddle (Yam) 2. Justin Hermesky (Hon); 3. Zane Amaro (Hon).

80 A: 1. Tony Meiring (Hon); 2. Micky Lane (Hon).

60: 1. Corey Eaton (Kaw); 2. Frankie Lane (Kaw); 3. Daniel Fowler (Kaw).

100 A: 1. Tony Meiring (Hon); 2. Mark Corsetti (Hon).

250 A-B: 1. Greg Riddle (Hon); 2. Justin Oliveria (Hon); 3. Randy Freeman (Yam).

250 C: 1. Ted Jaime (Suz); 2. Mickey Lane (Hon); 3. Jim Mahar (Yam); 4. James Mahar (Mai).

VINT C: 1. Ted Janie (Suz); 2. Hayden Campbell (Bul).

VET C: 1. John Grant (Mai); 2. Tom Polito (Hon).

VET A: 1. Dan Feldhaus (Rtx); 2. Randy Freeman (Yam).

VET B: 1. Bud Riddle (Yam).

OPEN C: 1. Tom Polito (Hon); 2. James Mahar (Mai).

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5. _____85cc (12-13)
6. _____85cc (14-15)
7. _____125 Youth (12-15)
8. _____125C (Novice)
9. _____125B (Intermediate)
10. _____250C (Novice)
11. _____250B (Intermediate)
12. _____PLUS 25
13. _____PLUS 30
14. _____PLUS 35
15. _____PLUS 40
16. _____500 Novice B/C

AWARDS PAY BACK 7 PLACES

EACH PRE-ENTRY MUST BE POSTMARKED BY February 12, 1996

PRE-ENTRY MAIL-IN ENTRY FEE: $40.00 Per Class
MAIL-IN ENTRY FEE INCLUDES:
Amateur Rider Gate Fee, Rider Entry Fee, PLUS an Action Pit Pass and an Early Entry Pass to Saturday's Pro Practice.

Name:_____ Birthday:_____ AMA #:_____
Address:_____ City:_____ State:_____
Zip:_____ Day Phone:_____ Riding #:_____ 2nd Choice_____
Bike Brand:_____ Number of Entries Checked: _____ X $40.00 equals _____ (Amount Due-No Refunds)
AMA membership will be required.
May be purchased at event. AMA-$29.00/year.

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Jan. 19-21 Convention Center Niagara Falls, NY. Ticket Info: (716) 286-4769
Jan. 26-28 Kansas ExpoCentre Topeka, KS. Ticket Info: (913) 297-1000
Feb. 2-4 Lawerence Joel Col. Winston-Salem, NC. Ticket Info: (910) 727-2900
Feb. 9-11 MECCA Milwaukee, WI. Ticket Info: (414) 223-0290
Feb. 16-18 Riverfront Coliseum Cincinnati, OH. Ticket Info: (513) 721-1000
In Conjunction with POWERSPORTS DEALER EXPO
Feb. 23-25 New Haven Coliseum New Haven, CT. Ticket Info: (203) 772-4200
Mar. 1-3 Denver Coliseum Denver, CO. Ticket Info: (303) 220-8888
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CRC California Race Schedule
100% PRO PAYBACK
Sun., Jan. 21 GFI/CRC Winter Series L.A.C.R.
Sun., Jan. 28 CRC MX L.A.C.R.
Sun., Feb. 4 CMC/CRC Golden State Series L.A.C.R.
Sun., Feb. 11 CRC GP "Diamond Head" Hungry Valley
Sun., Feb. 18 CRC MX L.A.C.R.
Practice Every Saturday Starting Jan. 13, 1996
Saturday Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

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AMP
Saturday, January 27 Hollister Hills
Open Practice
Sunday, January 28 Hollister Hills
Motocross Race
(415) 587-8678 (209) 541-0860
Motowest Racing Ent.

CAL-ZONA Vintage Motocross
Sun., Jan. 28 Carlsbad, CA
Sun., Feb., 18 Canyon Raceway, AZ
(619) 744-8052 John or (602) 966-0101 Dave

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/31 Shah Alam, Malaysia, Rnd 1
4/7 Sentul, Indonesia, Rnd 2
4/21 Suzuka, Japan, Rnd 3
5/12 Jerez, Spain, Rnd 4
5/26 Mugello, Italy, Rnd 5
6/9 Paul Ricard, France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
4/14 Misano, Italy, Rnd 1
4/28 Donington Park, England, Rnd 2
5/12 Hockenheim Germany, Rnd 3
5/19 Le Mans, France, Rnd 4
6/15 Monza, Italy, Rnd 5
6/30 Brno, Czech Republic, Rnd 6
7/21 Laguna Seca, USA, Rnd 7
8/4 Brands Hatch, England, Rnd 8
8/18 Sentul, Indonesia, Rnd 9
8/25 Sugo, Japan, Rnd 10
9/8 Assen, Holland, Rnd 11
10/6 Albaceta, Spain, Rnd 12
TBA Rnd 13
11/3 Phillip Island, Australia, Rnd 14

World Endurance Road Race Series
4/14 Le Mans, France, Rnd 1
4/28 Assen, Holland, Rnd 2
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
4/14 Gaivera Montello, Italy, Rnd 1
4/21 Payerne, Switzerland, Rnd 2
5/5 Bellpuig, Spain, Rnd 3
5/12 Lictenvoorde, Netherlands, Rnd 4
5/19 Kapsovar, Hungary, Rnd 5
6/2 Halim Jacarta, Indonesia, Rnd 6
6/16 Cussac, France, Rnd 7
6/23 Foxhill, England, Rnd 8
7/7 Nismes, Belgium, Rnd 9
7/14 Marlbor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
3/24 Talavera, Spain, Rnd 1
3/31 Valkenswaard, Netherlands, Rnd 2
4/14 Teutschenthal, Germany, Rnd 3
4/21 Gdynia, Poland, Rnd 4
5/5 Mantova, Italy, Rnd 5
5/19 Cosquin, Argentina, Rnd 6
6/2 Tibro, Sweden, Rnd 7
6/16 Heinola, Finland, Rnd 8
6/23 Foxhill, England, Rnd 9
7/14 Maracay, Venezuela, Rnd 10
7/28 Borgo Magg., San Marino, Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Switzerland, Rnd 14

World C'ship 500cc MX Series
3/31 Gallarate, Italy, Rnd 1
4/21 Schwanenstadt, Austria, Rnd 2
5/5 Plomion, France, Rnd 3
5/12 Arganil, Portugal, Rnd 4
6/2 Sverepec, Slovakia, Rnd 5
6/16 Berghem, Netherlands, Rnd 6
6/30 Kramolin, Czech Republic, Rnd 7
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Luxembourg, Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
4/13-14 Spain, Rnd 1
4/20-21 Great Britain, Rnd 2
4/27-28 Ireland, Rnd 3
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Cup Indoor Trials Series
1/19 Toulouse, France
1/27 Andorra la Vella, Andorra
2/2 Le Canet, France
2/10 Barcelona, Spain
2/17 Paris, France
2/24 Madrid, Spain
3/1 Angers, France
3/2 Oviedo, Spain
3/8 Monaco Ville, Monaco
3/9 Vienna, Austria
3/30 Tokyo, Japan

Motocross des Nations
9/15 Jerez, Spain

Trials des Nations
8/31-9/1 Sweden

AMA Grand Nat'l C'ship Series
3/9 Daytona Beach, FL, Rnd 1
4/20 Pomona, CA, Rnd 2
5/4 Harrington, DE, Rnd 3
5/26 Springfield, IL, Rnd 4
6/1 LaSalle, IL, Rnd 5
6/15 Dallas, TX, Rnd 6
6/22 Sedalia, MO, Rnd 7
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 Hagerstown, MD, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/25 Goshen, IN, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, IN, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
4/20 Pomona, CA, Rnd 1
5/4 Harrington, DE, Rnd 2
5/26 Springfield, IL, Rnd 3
6/1 LaSalle, IL, Rnd 4
6/15 Dallas, TX, Rnd 5
6/22 Sedalia, MO, Rnd 6
7/6 Lake Odessa, MI, Rnd 7
7/14 Du Quoin, IL, Rnd 8
7/20 Hagerstown, MD, Rnd 9
8/10 Lincoln, NE, Rnd 10
9/1 Springfield, IL, Rnd 11
9/8 Syracuse, NY, Rnd 12
9/21 Knoxville, IN, Rnd 13
9/28 Sacramento, CA, Rnd 14
10/5 Pomona, CA, Rnd 15
10/13 Del Mar, CA, Rnd 16

AMA Supercross Series
1/20 Minneapolis, MN, Rnd 2
1/27 Anaheim, CA, Rnd 3
2/3 Seattle, WA, Rnd 4
2/10 San Diego, CA, Rnd 5
2/24 Atlanta, GA, Rnd 6
3/9 Daytona Beach, FL, Rnd 7
3/16 Houston, TX, Rnd 8
3/23 Dallas, TX, Rnd 9
3/30 Indianapolis, IN, Rnd 10
4/6 Tampa, FL, Rnd 11
4/13 Pontiac, MI, Rnd 12
4/20 Charlotte, NC, Rnd 13
4/27 St. Louis, MO, Rnd 14
5/18 Cleveland, OH, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
3/3 Gainesville, FL, Rnd 1
5/5 Sacramento, CA, Rnd 2
5/12 San Bernardino, CA, Rnd 3
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series
3/24 Phoenix, AZ, Rnd 1
4/28 San Bernardino, CA, Rnd 2
5/5 Sacramento, CA, Rnd 3
5/12 San Bernardino, CA, Rnd 4
6/8 Ogden, UT, Rnd 5
6/23 Mammoth, CA, Rnd 6
8/18 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Engishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5

AMA Four-Stroke National East/West Shoot-Out
10/20 Blountville, TN

AMA Superbike National Championship Series
3/7-10 Daytona Beach, FL, Rnd 1
4/19-21 Pomona, CA, Rnd 2
4/26-28 Monterey, CA, Rnd 3
5/17-19 Homestead, FL, Rnd 4
5-31/6-2 Lexington, OH, Rnd 5
6/7-9 Elkhart Lake, WI, Rnd 6
6/14-16 Loudon, NH, Rnd 7
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
9/27-29 Chandler, AZ, Rnd 10
10/4-6 Las Vegas, NV, Rnd 11

North American Super Bike Series
2/17-18 Rosamond, CA, Rnd 1
3/1-3 Daytona Beach, FL, Rnd 2
3/29-31 Braselton, GA, Rnd 3
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
2/17-18 Rosamond, CA, Rnd 1
3/1-3 Daytona Beach, FL, Rnd 2
3/29-31 Braselton, GA, Rnd 3
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
2/11 Wickenburg, AZ, Rnd 1
2/18 Coalinga, CA, Rnd 2
3/17 Forest Hill, LA, Rnd 3
3/31 Crosbyton, TX, Rnd 4
4/28 Wellston, OH, Rnd 5
6/23 West Greenwich, RI, Rnd 6
9/8 Canton, IL, Rnd 7
9/15 London, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3
6/8-9 Tillamook, OR, Rnd 4

AMA National Championship Hare Scrambles Series
2/4 Hollister, CA, Rnd 1
3/24 Columbus, TX, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/21 Redding, CA, Rnd 4
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series
1/28 Lucerne Valley, CA, Rnd 1
3/17 Murphy, ID, Rnd 2
4/13 Jericho, UT, Rnd 3
4/28 Red Mountain, CA, Rnd 4
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

Grand National Cross Country Series
3/5 Ocala, FL, Rnd 1
3/24 Hickory, NC, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/28 Clarksburg, WV, Rnd 4
5/11 Brownsville, PA, Rnd 5
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Crawfordsville, IN, Rnd 11
10/27 TBA, Rnd 12

SCORE Desert C'ship Series
3/8-10 San Felipe, B.C., Mexico
5/31-6/1 Ensenada, B.C., Mexico
10/8-10 Baja Calif., Mexico
Info 310/540-5001

AMA/NATC Nat'l C'ship Trials Series
4/23 TBA, CA, Rnd 1
6/29-30 Mount Olive, IL, Rnd 2 & 3
7/6-7 Jasper, TN, Rnd 4 & 5
8/24-25 Donner, CA, Rnd 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

AMA Mid South Winter Hare Scramble C'ship Series
2/4 Columbia, TN
2/25 Bremen, GA
3/3 Bolivar, TN
3/17 Centervile, TN
3/24 Cadiz, KY

Championship Cup Series

Florida Region
2/3-4 Bloomingdale, GA
2/17-18 Palm Beach, FL
3/1-3 Daytona Beach, FL
3/17 Palm Beach, FL
3/29-31 Braselton, GA
4/29 Palm Beach, FL
5/27 Palm Beach, FL
6/23 Palm Beach, FL
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/8 Homestead, FL

Great Lakes Region
3/23-24 Topeka, KS
4/20-21 Grattan, MI
4/27-28 Mt. Meridian, IN
5/11-12 Elkhart Lake, WI
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mt. Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
3/23-24 Topeka, KS
4/27-28 Mt. Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
2/3-4 Bloomingdale, GA
3/16-17 Talladega, AL
3/29-31 Braselton, GA
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
3/23-24 Topeka, KS
4/13-14 Rockton, IL
4/27-28 Mt. Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
4/6-7 Loudon, NH
5/4-5 Loudon, NH
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
*8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
*8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
2/3-4 Bloomingdale, GA
3/1-3 Daytona Beach, FL
3/16-17 Talladega, AL
3/29-31 Braselton, GA
4/27-28 Bloomingdale, GA
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/10-11 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
2/24-25 Las Vegas, NV
3/23-24 Phoenix, AZ
4/27-28 Phoenix, AZ
5/4-5 Las Vegas, NV
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series

South Central Region
2/17-18 Monterrey, Mex.
3/16-17 College Station, TX
4/13-14 Henderson, TX
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
2/24-25 Talladega, AL
3/16-17 Faulkville, GA
3/23-24 Braselton, GA
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
3/30-31 Clermont, IN
4/6-7 Grattan, MI
4/20-21 South Haven, MI
5/4-5 Grattan, MI
5/18-19 Mt. Meridian, IN
7/6-7 Mt. Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mt. Meridian, IN

Northeast Region
3/23-24 Braselton, GA
4/13-14 Summit Point, WV
4/20-21 South Haven, MI
6/1-2 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
2/24-25 Talladega, AL
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
9/28-29 Mt. Meridian, IN

Southwest Region
2/3-4 Las Vegas, NV
3/30-31 Las Vegas, NV

WERA Nat'l Challenge Series
3/29-31 Las Vegas, NV, Rnd 1
5/3-5 Braselton, GA, Rnd 2
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mt. Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA Nat'l Endurance Series
3/30 Las Vegas, NV, Rnd 1
5/4 Braselton, GA, Rnd 2
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mt. Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
6/7-9 Hallett, OK, Rnd 1
8/31-9/1 Hallett, OK, Rnd 2

AHRMA Historic Cup Series
2/29-3/1 Faulkville, GA
3/4-5 Daytona Beach, FL
4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mt. Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 S. Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
3/4-5 Daytona Beach, FL
4/13-14 Rosamond, CA
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
2/29-3/1 Faulkville, GA
3/4-5 Daytona Beach, FL
5/15-16 Grattan, MI
7/19-21 Lexington, OH
4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mt. Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 S. Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
3/2 Ocala, FL
3/30 Casey, IL
4/21 Brentwood, CA
5/4 Blountville, TN
5/11 Mt. Meridian, IN
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, €A
Info 715/842-9699

AHRMA Speed & Sport Trials Series
3/6 Ocala, FL
3/24 San Diego, CA
4/20 Brentwood, CA
5/19 Collins, MO
6/1 San Bernardino, CA
6/16 Grattan, MI
6/30 Peoria, IL
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
2/29 Savannah, GA
3/3 Daytona Beach, FL
3/7 St. Augustine, FL
4/12 Rosamond, CA
4/13 Rosamond, CA
5/18 Hanford, CA
6/8 Budds Creek, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
9/11 Hayden, CO
Info 715/842-9699

Best in the Desert Silver State Series
1/20 Mesquite, NV
3/28-30 Las Vegas, NV
6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Hare Scrambles Series
1/21 Maplesville, AL
2/4 New Augusta, MS
2/1 Wiggins, MS

SETRA Championship Hare Scrambles Series
1/21 Pine Mountain, GA
2/4 Willington, SC
2/11 Johnsonville, SC
3/17 Buena Vista, GA
Info 706/ 458-1328

SETRA C'ship Enduro Series
1/28 Wedgefield, SC
3/3 Pelion, SC
3/7 Daytona Beach, FL
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

Canadian Supercross Series
5/4 Toronto, Ontario
5/5 Toronto, Ontario
9/21 Montreal, Quebec
Info 416/363-9035

AMA Nat'l Arenacross Series
1/19-21 Niagara Falls, NY
1/26-28 Topeka, KS
2/2-4 Winston-Salem, NC
2/9-11 Milwaukee, WI
2/16-18 Cincinnati, OH
2/23-25 New Haven, CT
3/1-3 Denver, CO
Info 817/626-7297

AMA Texas Hare Scramble Series
1/21 Ft. Hood. TX
2/4 Waco, TX
2/18 Sublime, TX
3/17 Ft. Hood, TX
3/24 North Columbus, TX
4/14 High Grove, TX
4/28 Ft. Hood, TX

AMA/District 37 Grand Prix Series
2/3-4 Adelanto, CA
3/2-3 San Bernardino, CA
4/20-21 Carlsbad, CA
5/4-5 San Bernardino, CA
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

FTA Trials C'ship Series
2/4 Hernando, FL
3/2-3 Crooms, FL
3/24 Hernando, FL
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
2/11 Reddick, FL

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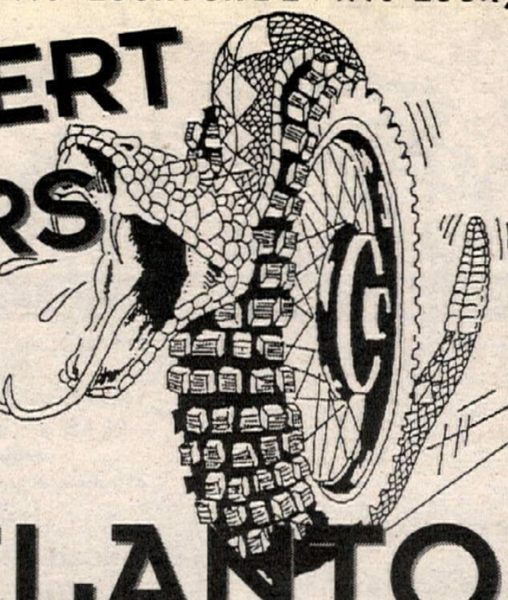
DESERT VIPERS



AMA SANCTIONED
DISTRICT 37 AMA COMPETITION
RESCUE 3 BARSTOW CALIF.

16th Annual
ADELANTO
Grand Prix
MIKE TRACY MEMORIAL
NEW 1996 MOTORCYCLES, ACCESSORIES & DISPLAYS
$100 FOR THE BEST RIDER COSTUME
Saturday, February 3rd **1996** Sunday, February 4th

Saturday		Sunday	
8:00	Unclassified	8:00	Vintage/Classic/Sidehack
9:15	Senior/Magnum/Sup. Snr.	9:15	Kids*/PeeWee Race**
10:30	Veteran Exp/Am	10:00	Dual Sport/4 Stroke Class (Street Legal)
11:45	Veteran Nov/Beg	11:00	250cc
1:00	0-175cc-Women/Mini	12:15	Quads*** Min. Age 16
2:15	Pro Race - $4000 +75% entry 1½ hr. Race	1:30	Open

*Kids Race Beginners Only. This race is for the little guys and gals to go out and have fun (11 yrs max., 80cc max). Must be AMA members No District Points.
**PeeWee Race A special course will be provided for those young future racers (Peewee bikes only, 50cc max) Must be AMA members. No District Points. No big wheels in Kids or PeeWee Race
*** Quads Race Quads MUST have Deadman switch!! (will be checked at tech. inspection).

FOR RECORDED INFORMATION: (714) 779-5313

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CYCLE NEWS
America's Weekly Motorcycle Newspaper

TULARE CYCLE PARK
Tulare, CA
Event Calendar
Saturday, January 20
Open MX Practice
SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

GLEN HELEN
MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM Till DUSK
MOTOCROSS PRACTICE EVERY SATURDAY 8:00AM Till 1 PM
Please Call to Confirm Practice & Race Dates & Times
(909) 880-3090 Ext.4

Sunday, January 21st	SRA Gran Prix
Sun., January 28th	Blockbuster MX Series Rd. #2
Sun., February 4th	MX Practice 8:00am till 3:00pm

MX Event of the Year May 12, 1996
The SHOEI 125/250 AMA MX National
Amateur Day - Sat.. May 11, 1996

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Call (310) 427-7433 to order today.

GNC Int'l. MX Finals
March 15-16-17, 1996
(Nat'l. Semi-Final qualifier March 14th)
Lake Whitney, Texas
Call: 817-694-2901
GNC MOTOCROSS

GFI RACING (909) 684-6996
A Rider For the Riders

Sun., Jan 21	GFI Winter Series Round 2*	L.A.C.R.
Sat., Jan. 27	GFI Saturday Practice Day (8am-1pm)	Perris
Sun., Feb. 4	GFI Winter Series Round 3*	Perris
Sat., Feb.10	GFI Saturday Practice Day (8am-1pm)	Perris

*Honda, Kawasaki, Suzuki & Yamaha Contingency Programs

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(209) 673-8080
cmc GFI Racing North

Sun., Jan. 28	Northern GFI Winter Series	Prairie City, Sacramento
Sun., Feb. 11	Northern GFI Winter Series	LaGrange
Sun., Feb. 25	Northern GFI Winter Series	Hollister Hills

ATTENTION RACE FANS

Tell a Friend

Come and Meet the

Kawasaki FACTORY RACING TEAM

MEET JEFF EMIG • RYAN HUGHES • DAMON HUFFMAN

WHERE: Motocross Headquarters Anaheim Kawasaki

WHEN: 6:00-7:00 p.m. Fri., Jan. 26th, 1996

Night before Anaheim Supercross

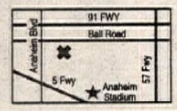
- Lots of racing apparel deals and giveaways
- Racer autograph session
- Free drinks and refreshments
- Lots of fun!
- Buy tickets here for Saturday night and receive a free pit pass
- Come see the Newest and Largest Motorcycle Facility in Orange County!

Anaheim Kawasaki MOTOR SPORTS

125 E. Ball Road, Anaheim, CA

(714) 563-1700

HOURS: M-F 9-6:30 / SAT 9-5



AHRMA BIKE WEEK: Legends

BMW Battle of the Legends March 4, 5 & 8, Daytona Speedway

Great Men and Great Machines March 5, Daytona Speedway

Meet the BMW Legends: Mark Brelsford, Chris Draayer, Yvon Duhamel, Don Emde, Walt Fulton, Eddie Mulder, Reg Pridmore, Roger Reiman & Jay Springsteen, along with Dick Mann & Dick Klamfoth.

See them on parade: Geoff Duke (right) on Gilera, John Surtees on MV Agusta, Giacomo Agostini on MV, Jim Redman on the Honda 6, Erich Bley's supercharged DKW and the fabulous Barber Vintage stable.

AHRMA, P.O. Box 882, Wausau, WI 54402-0882 (715) 842-9699

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Come and Meet Team SUZUKI Factory Supercross Riders

Friday, January 26 6-7:30pm

Join the Fun!

Autograph Session with the Factory Riders

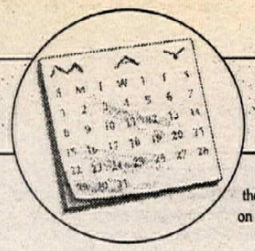
Food and Refreshments!

Lots of Giveaways!

Anaheim Suzuki

1125 S. Anaheim Blvd., Anaheim, CA

(714) 774-6621



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

2/18 Orlando, FL
2/25 Ona, FL
3/24 Dade City, FL
3/31 Dania, FL
4/14 Orlando, FL
4/28 Ona, FL
5/5 Dade City, FL
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series

2/4 Orlando, FL
3/10 Orlando, FL
4/20 Orlando, FL
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series

1/20 Orlando, FL
2/13 Orlando, FL
2/24 Orlando, FL
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida MC Dealers Series

1/20 Orlando, FL
2/13 Orlando, FL
2/24 Orlando, FL
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

WSMC Road Race Series

1/21 Rosamond, CA
2/18 Rosamond, CA
3/17 Rosamond, CA
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series

4/13-14 Idaho Falls, ID
4/27-28 Marysville, CA
TBA Boise, ID
5/25-26 TBA, WA
6/1-2 Edmonton, AB, Can.
6/29-30 TBA, Can.
7/27-28 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series

3/3 Barberville, FL
5/18 Myrtle Beach, SC
9/6 Asheboro, NC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series

3/30-31 Hurricane Mills, TN
4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mt. Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series

1/27-28 Palm Springs, CA
2/10-11 Laughlin, NV
3/3 Temecula, CA
3/17 San Bernardino, CA
3/30-31 Big Bear Lake, CA
4/13-14 Newhall, CA
4/28 San Bernardino, CA
5/4-5 St. George, UT
5/5 San Bernardino, CA
5/18-19 Frazier Park, CA
6/8-9 Lake Isabella, CA
6/15-16 Independence, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/10 Riverside, CA
11/29-30 LA-Barstow-Las Vegas
12/1 Las Vegas, NV
12/29 Mojave, CA
Info 818/249-2141
*National Trail Ride Series event
Info 818/249-2141

CMC Golden State MX National Series

South Region
1/21 San Jacinto, CA
2/4 Palmdale, CA
2/18 Ramona, CA

North Region
1/21 Sacramento, CA
2/4 Chico, CA
2/18 Carson City, NV

Pacific Northwest Region
1/21 Salem, OR
2/11 Salem, OR

Final Showdown
3/2 Gorman, CA
3/3 Gorman, CA
Info 714/367-1141

GFI Winter Series

South Region
1/21 Palmdale, CA
2/4 Perris, CA
2/18 San Bernardino, CA
3/3 Perris, CA
3/24 Perris, CA

North Region
1/28 Sacramento, CA
2/11 La Grange, CA
2/25 Hollister, CA
Info 909/684-6996

JANUARY						
S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31			

FEBRUARY						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29		

• DENOTES PRO PAYBACK

Fri, Jan 19

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

Jan 19-20

• NORTH CAROLINA MOTOCROSS - AMA/Victory Sports Racing, WNC Ag Center, Fletcher. Info: 615/323-5497.

• SOUTH DAKOTA INDOOR SHORT TRACK - Motorsports of America, Sioux Falls Arena, Sioux Falls. Info: 800/544-8714.

Jan 19-21

GEORGIA SHOW - The Great Southern Motorcycle Show, North Atlanta Trade Center, Norcorss. Info: 770/279-9899.

• NEW YORK ARENACROSS - AMA/Mike Kidd Promotions, National Series, Niagara Falls Convention Center, Niagara Falls. Info: 817/626-7297.

• OHIO ARENACROSS - CRA/Faircross Promotions, Summit County Fairgrounds, Akron. Info: 216/948-1478.

• TEXAS INDOOR SHORT TRACK - Motorsports of America, Oil Palace, Tyler, Info: 800/544-8714.

Jan 20-21

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds 7 & 8, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

• CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

MICHIGAN ICE RACE - AMA/Polka Dots M/C Inc., Albright Shores. Info: 517/662-2599.

• MICHIGAN ICE RACE - AMA/N.I.C. Inc., Kold & Kutter Shootout, Albright Shores. Info: 517/662-2599 or 517/777-5470.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

Sat, Jan 20

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arenacross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 10. Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - ProSports USA, Cen. Fla. MC Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEW YORK INDOOR SHORT TRACK - On-Time Productions of N.Y. Inc., Orange County Fair Arena, Middletown. Info: 914/733-1322.

Sun, Jan 21

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Stanfield. Info: 602/582-2294.

• CALIFORNIA MOTOCROSS - CRC, GFI Winter Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series-South - Rnd 2, L.A. County Raceway, Palmdale. Info: 909/684-6996.

CALIFORNIA GRAND PRIX - SRA, Glen Helen Raceway, San Bernardino. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, womens class, Rainbow II MX Park, San Jacinto. Info: 818/348-1612.

CALIFORNIA ENDURO-THON - 2-man, 2-hour, 2-mile scrambles course, San Jose Fairgrounds Speedway, San Jose. Info: 408/295-6906.

IOWA SHOW - J&P Promotions, 2nd Annual M/C Parts Extravaganza, Iowa State Fairgrounds, Des Moines. Info: 319/462-6011.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 1-man/2-hour, Silver City, Sterling. Info: 316/942-6527.

• KENTUCKY MOTOCROSS - KTMXA, Season opener, Lakeland MX, Cadiz. Info: 502/886-8564.

• MASSACHUSETTS ICE RACE - Hamilton Rod/Gun Club/GJM Promotions, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

• NEW MEXICO MOTOCROSS - Clovis Sportcycle Assoc., Clovis Sportcycle Complex, Clovix. Info: 800/340-8070.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK ICE RACE - Electric City Riders, Warners Lake, E. Bernie. Info: 518/374-7979 or 518/274-4318.

• NORTH CAROLINA MOTOCROSS - Sportman's Moto-x Park, Jacksonville. Info: 910/577-5850 or 910/938-1346.

OHIO SHOW - J&P Promotions, 8th Annual M/C Parts Extravaganza, Toledo Sports Arena, Toledo. Info: 319/462-6011.

• WISCONSIN ICE RACE - CWIRA/Country Sports, Nepco Lake, Wisconsin Rapids. Info: 715/325-5381.

Jan 26-27

• TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, Calsonic Arena, Shelbyville. Info: 423/323-5497.

Jan 26-28

• KANSAS ARENACROSS - AMA/Mike Kidd Promotions, National Series, Kansas Expo Center, Topeka. Info: 817/626-7297.

Jan 27-28

CALIFORNIA DUAL SPORT RIDE - AMA/D-37 Dual Sport/Team Dual Dogs, 2nd Annual Palm Springs Desert Canyon Tour, North Palm Springs. Info: 818/701-1913.

Sat, Jan 27

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 11, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEW YORK INDOOR SHORT TRACK - On-Time Productions of N.Y. Inc., Orange County Fair Arena, Middletown. Info: 914/733-1322.

Sun, Jan 28

ARIZONA MOTOCROSS - Cal-Zona II Vintage Motocross - California vs. Arizona, Canyon Raceway, Peoria. Info: 602/966-0101 or 619/744-8052.

• CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA MOTOCROSS - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA/GFI Racing, GFI North Winter Series, Prairie City SVRA, Sacramento. Info: 209/673-8080.

CALIFORNIA HARE & HOUND - AMA/D-37/Desert M.C., National Hare and Hound, Lucerne Valley, Lucerne. Info: 909/678-0419.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

• CALIFORNIA MOTOCROSS - Motowest Racing/AMP, Hollister Hills MX Park, Hollister. Info: 415/587-8678 or 408/238-8208.

IOWA SHOW - J&P Promotions, 16th Annual M/C Parts Extravaganza, Downtown River Center, Davenport. Info: 319/462-6011.

CALIFORNIA HARE & HOUND - AMA/Desert M/C, National Hare and Hound Series, Lucerne. Info: 909/865-3935.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• MASSACHUSETTS ICE RACE - Hamilton Rod/Gun Club/GJM Promotions, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotions, 13th Annual Caroline Winter Series, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

• WISCONSIN ICE RACE - CWIRA/Monster Hal Campground, Unity. Info: 715/223-4336.

Feb 2-4

• NORTH CAROLINA ARENACROSS - AMA/Mike Kidd Promotions, National Series, Veterans Memorial Coliseum, Winston-Salem. Info: 817/626-7297.

Feb 3-4

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds. 9 & 10, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

CALIFORNIA GRAND PRIX - AMA/D-37/Desert Vipers, 16th Annual Adelanto Grand Prix/1996 Big Six G.P. Series, Adelanto. Info: 714/779-5313.

Sat, Feb 3

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 12, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEBRASKA INDOOR SHORT TRACK - Motorsports of America, Vintage Pro Bike Indoor Winter Series - Final Round, Buffalo Co. Expo Center, Kearney. Info: 800/544-8714.

Sun, Feb 4

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Oakflat. Info: 602/582-2294.

• ARIZONA MOTOCROSS - Cerbat Motorsports, Kingman. Info: 520/757-7438.

• CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA HARE SCRAMBLES - AMA/P&J Promotions, National Hare Scrambles Championship Series, Hollister. Info: 408/249-4336.

• CALIFORNIA MOTOCROSS - CRC, CMC Golden State Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series-South - Rnd 3, Perris Raceway, Perris. Info: 909/684-6996.

CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, women's class, L.A. County Raceway, Palmdale. Info: 818/348-1612.

• FLORIDA MOTOCROSS - ProSports USA, Florida Vet C'ship Series, Orlando MX Park, Orlando. Info: 407/359-9260.

• FLORIDA MOTOCROSS - Double A Promotions, Pro-Am, North Florida Raceway, Jacksonville. Info: 904/268-2376 or 845-2076

ILLINOIS SHOW - J&P Promotions, 15th Annual M/C Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

• KANSAS MOTO/SCRAMBLES - K.O.R.R. Championships, Silver City, Sterling. Info: 316/942-6527.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• MASSACHUSETTS ICE RACE - Hamilton Rod/Gun Club/GJM Promotions, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

• MINNESOTA ICE RACE - CWIRA, Winona. Info: 507/452-1101.

• NEBRASKA INDOOR SHORT TRACK - Motorsports of America, Buffalo Co. Expo Center, Kearney, Info: 800/544-8714.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK ICE RACE - Electric City Riders, Lake George. Info: 518/374-7979 or 518/274-4318.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone Number (with area code): ( ) _____

Your name: _____

RESULTS

Hare Scrambles AMA District 11 1995 Final Points Standings By Rupert F. Pellett

50 JR
Jacob Hazlett
J.J. Spicer
Cory Ringer
Trevor Kline
Steven Hand
50 SR
Josh Gaitten
Tony Hall
Nick Carroll
Tyler Jarvis
Jacob Mohney
MINI JR
Seth Patton
Crystal Williamson
Drew Eggleston
Ryan Berkfield
Josh Collins
MINI SR
Steven Graves
Charlie Paskins
Ian Schwartz
Eric Ackels
Brandon Shriner
125
Heath Bemett
Jeremy Berwanger
Jason Smith
Jeff Sexton
Shawn Snider
200
Paul Chaney
Isaac Ackels
Keith Vermillion
Robert Bland
Tim Edgell
250
Joshua Cone
Jeremy Jarvis
Jeff Anderson
Wayne Perdue
Tom Dotson
OPEN
Rodney Judson
Mike Matoszkia
Matt Burkey
Mike Graney
Pat Widdis
4-STRK
Richard Lenning
Dave Stonebrunner
Jeff Rider
Eddie Dew
David Russell
VET
Jim Robson
Wally Wilson
Tim Adkins
Mark Adkins
Gallie Ward
SR
Michael Shwartz
Mike Treadway
Tom Parfitt
Jay Beougher
Tom Channel
S/SR
Larry Menefee
Richard Cone
Bill Miller
Tom Scoll
Bill Yontz
PRO
Scott Plessinger
Shawn Sommers
Robbie Jenks
Shawn Bellville
Doug Blackwell
TOP 5
Scott Plessinger
Shawn Sommers
Doug Blackwell
Tim Shepard
Marty Kehlmeier

Motocross California Racing Club Trophy Series Final Standings By Greg Robertson

P/W B-2	
A.C. Jolley	Yam
Cody Miles	Yam
Tylor Hemme	Yam
P/W B-1	
Bryce Terzian	KTM
Mitchell Miles	KTM
P/W A	
Ricky Hemme	LEM
60 (0-8)	
Ryan Roybal	Kaw
Ricky Hemme	Kaw
60 (9-11)	
Troy Tittlemier	Kaw
Matt Contreras	Kaw
Scott Kraynak	Kaw
80 BEG	
Brent Gilliam	Yam
Jason Beauchesne	Yam
Kurt Nelson	Yam
80 (7-11)	
Gerard Patin Jr.	Yam
Shane Smith	Hon
Scott Simon	Suz
80 (12-13)	
Shawn Scott	Suz
Bobby Steffan	Suz
Tyson Tittlemier	Hon
80 (14-16)	
Devin Seeger	Yam
125 BEG	
Jerod Pederson	Hon
Scott Minster	Suz
Dave Riley	Suz
125 NOV	
Mike Gibson	Hon
Kevin O'Brien	Suz
Alvin Zalamea	Suz
125 INT	
Shawn O'Brien	Suz
Clint Shepard	Suz
125 PRO	
Terrance Malan	Suz
250 NOV	
Bryan Lamborn	Hon
Shawne Chamberlin	Yam
Cole Townsend	Hon
JR VET BEG	
Greg Benton	Hon
VET BEG	
Miguel Santos	Yam
Charles Shannon	Hon
John Sullivan	Hon
VET NOV	
Mike Carr	Hon
John Knight	Hon
Greg Robertson	Hon
VET INT	
Bruce Tebo	Hon
Harold Smith	KTM
Randy Tittlemier	Hon
VET PRO	
Jon Zahrt	Yam

Motocross California Racing Club 1995 Final Point Standings By Greg Robertson

P/W	
Edward Herring	701
Doug Carter	466
David Carter	465
Bryce Terzian	428
Ricky Hemme	382
60	
Troy Tittlemier	627
Sean Collier	531
Anthony Barbacovi	519
Ricky Hemme	361
Brett Mountain	354
80	
Scott Howe	751
Shane Smith	689
Donnie Durrer	554
Tyson Tittlemier	402
Brent Gilliam	363
125	
Chris Nietzel	615
Casey Lytle	428
Michael Collier Jr.	427
Erik Lindstrom	393
Kevin Townsend	340
250	
Nick Mairose	721
Robbie Dunham	668
Cole Townsend	379
Paul Gilmartin	354
Colby Begin	285
JR VET	
Steve Corteville	306
Chuck Kober	261
Chris Ray	232
Mike Licitra	211
Ron Gregg	200
VET	
Leo Saul	1050
Harold Smith	984
Jon Zahrt	786
Bruce Tebo	474
Rodney Morrison	425

Motocross North Florida Raceway State Line Fall Series 1995 Final Standings

P/W	
Michael Grass	KTM
Trey Tapley	Yam
Zack Crosby	KTM
Nathan Knight	Yam
Taylor Graves	Yam
60	
Jordon Gooch	Kaw
Raymond Whitley	Kaw
Jeff Kilgore	Kaw
Michael Grass	Kaw
Trey Tapley	Itj
80 BEG	
Tim Conner	Hon
Josh Crosby	Yam
Ron Brantley	Kaw
Reed Lloyd	Yam
Chris Germano	Kaw
80	
Tom Parsons	Hon
Bobby Brady	Hon
Mitch Holstein	Kaw
Brian Gray	Yam
Darren Trout	Kaw
S/MINI	
Tom Parsons	Hon
Alexas Andreu	Kaw
Bobby Brady	Hon
Mitch Holstein	Kaw
Brian Gray	Yam
125 NOV	
Eric Usher	Hon
C.C. Germano	Hon
Shawn Kernhagen	Yam
Atillio Cequeira	
Andrew Graham	Hon
125 INT	
Paul Reilly	Yam
Shawn McManus	Hon
Steve Petty	Hon
Mark Hoffman	Hon
S. Christianson	Hon
250 EX	
Ernie Millan Jr.	TM
Alan Andreu	Hon
S. Delpain	Yam
T. Lathan	Suz
T. Higgenbotham	Suz
14-29	
Steve Dumond	Yam
Mike Ellington	Hon
Troy Seagraves	Hon
Jason Grissinger	
Steve Christian	
30+	
Keith Jones	Hon
Steve Petty	Hon
Barry Ferrell	Yam
Armondo Cquillo	Hon
35+	
Armondo Cquillo	Hon
Barry Ferrell	Yam
Tom Morris	Suz
Doug Harvey	Hon
Dave Small	Kaw
40+	
Ernie Millan	Hon
Rufus Sallas	Kaw
Rick Williams	Hon
Rick Germano	Hon
Layland Prewitt	Hon
VET NOV	
Vance Fowler	Hon
Danny Spears	Hon
Danny Glover	Yam
Ted Long	Hon
Tom Morris	Suz

Motocross North Florida Raceway Jacksonville, FL Dec. 3 By Alan Andreu

P/W	
Michael Grass	KTM
Trey Tapley	Yam
Kevin Edgar	LEM
Zack Crosby	KTM
Aaron Lundy	KTM
60	
Jeffrey Kilgore	Kaw
Jordon Gooch	Kaw
Raymond Whitley	Kaw
Michael Grass	Kaw
Trey Tapley	Itj
80 BEG	
Jeff Sparks	Hon
Tim Conner	Hon
Chris Germano	Kaw
Josh Crosby	Yam
Reed Lloyd	Yam
80	
Bobby Brady	Hon
Zack Lundy	Kaw
Lance Stalls	Hon
Mitch Holstein	Kaw
Brian Gray	Yam
S/MINI	
Alexas Andreu	Kaw
Zack Lundy	Kaw
Mitchell Holstein	Kaw
Lance Stalls	Hon
Bobby Brady	Hon
125 NOV	
Ricky Layman	Hon
Adon Graves	Hon
Andy Graham	Hon
Eric Usher	Hon
Shawn Kernighen	Yam
125 INT	
Shawn McManus	Hon
Paul Reilly	Yam
Mark Hoffman	Hon
Steve Petty	Hon
Shale Anderson	Hon
250 NOV	
Chip Coar	Kaw
Dean Dixon	Hon
Rock Courson	Hon
Rob Kernighen	Yam
Burt Norman	Hon
250 EX	
Ernie Millan	TM
Steve Dumond	Yam
John Lundy	Suz
Alan Andreu	Hon
Jay Mann	Hon
250 INT	
Rod Courtney	Yam
John Shields	KTM
Brett Bohannon	Hon
Tommy Ackerman	Kaw
Mike Ellington	Hon
15-29	
Ernie Millan	TM
Steve Dumond	Yam
Rod Courtney	Yam
Brett Bohannon	Hon
Jason Grissinger	Hon
30+	
John Lundy	Suz
Joey Torregrosa	Hon
Berry Ferrell	Yam
Keith Jones	Hon
Brian Kramer	Kaw
35+	
Barry Ferrell	Yam
Armondo Cquillo	Hon
Doug Harvey	Hon
Tom Morris	Suz
Dave Small	Kaw
40+	
Ernie Millan	Hon
Len Edgar	Hon
Jeff Sparks	Hon
Rick Williams	Hon
Pete Ledman	Suz
VET NOV	
Danny Glover	Yam
Vance Fowler	Hon
Chip Coar	Kaw
Jeff Sparks	Hon
Tom Morris	Suz

Trial Florida Trials Assn. Championship Series Round 5 Crooms, FL By Brock Sattelmeier

BEG	
Anne Stites	Yam
NOV	
Bill Hagan	Bet
Rick Van Alstine	G-G
Dale Wenzel	Yam
Charlie Dahlstrom	Fan
Ivan Viera	Hon
SR B	
Dick Bechard	Mon
Robert Vennel	Fan
Richard Lomano	Hon
Bill Marren	Yam
Carl Hall Sr.	Mon
SR A	
Rick Pion	Yam
Oscar Bustamonte	Mon
George Edwards	Yam
Jeff Gunia	G-G
Jim Berry	Apr
INT	
Lonnie Lykins	Fan
David Henderson	G-G
Larry Smith	Yam
Joey Leitner	Bet
Lance Ham	Bet
ADV	
Garry Dame	Fan
Jack Hutson	Bet
Donnie Smith	Bet
EX	
Jack Stites	G-G
Chuck Walker	Bet
Marc Waller	Bet
Carl Hall Jr.	Bet

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

WANT ADS

HELP WANTED

Sales Manager Trainee
Has your present job peaked out? Do you have experience with a large volume dealer as a sales/F&I person? This multi-line motorcycle watercraft dalership has the right long term opportunity for you and will help with relocation expenses. We must replace a senior staff member that past away. If you are not sure if you qualify call us anyway. Whittier Fun Center. Contact Bob Beck (310) 945-3494. CA. (250-05)

Service Parts Sales
Professionals needed for several key positions in Orange County. Fax resume to Victor (714) 645-3251. No phone calls please. CA. (250-04)

Mechanic/Service Manager
Texas dealer needs experienced technician with positive work habits, proven back ground and stability. Salary and commission commensurates with experience. Call for further details, ask for Jack. (713) 472-3694. TX. (301-04)

Used Bike Manager/Buyer
Harley, Honda, Kawasaki, Suzuki, Yamaha needed immediately. Contact Bob Beck. (310) 945-3494. CA. (201-06)

Sales Person Wanted
Large Southern Calif. M/C, watercraft dealer seeks motivated experienced sales person. Aggressive pay plan with excellent growth potential. Fax (714) 859-7660, tel. (714) 859-3186. CQA. (201-03)

Honda Sea-Doo Technician
Central California Honda/Sea-Doo/Yamaha dealer needs factory trained technician. Good benefits and income potential. Coastal living with a great riding and working environment. Send resume to: San Luis Honda, 1239 Monterey St., San Luis Obispo, CA 93401 or fax (805) 541-0187. CA. (202-03)

★★★★Technicians★★★★
So. Cal. Kawasaki, Suzuki dealer. Minimum 2 years experience. Excellent earning potential. Call John to arrange interview. (714) 258-3311. CA. (202-03)

Great Country Great Job!
Oregon's #1 Yamaha Kawasaki Sea-Doo dealership is looking for experienced parts technicians and retail clothing/accessory sales people. Excellent pay and benefits for the right people. Send resume to Cycle Sports, 5103 Portland Rd. N.E., Salem, OR 97305, Attn: Dennis. OR. (202-03)

Midwest Motor Sports
Six line dealership now hiring m/c and pwc mechanics and set up personnel, parts and accessory sales people. Akron, Ohio. (216) 896-9007. OH. (302-03)

Sales or FI Mgr.
Kawasaki Jet Ski no. 1 in L.A. County dealer. Immediate position. Burbank Kawasaki (818) 848-6627, (818) 848-6630 fax. CA. (203-05)

Salesman Wanted
Berts Motorcycle and Watercraft Mall the #1 Sea-Doo dealer in the world. Looking for top sales people Honda Yamaha Kawasaki Suzuki Ducati Sea-Doo. Work for the leader in the industry. Excellent training program. Apply in person. 900 W. Foothill Blvd., Azusa, CA 91702. CA. (203-04)

Experienced Accessory Manager
Southern Cal. Yamaha/Kawasaki dealership moved and service manager bought the building. Looking for motivated individual to build our accessory department. Good pay to start with unlimited potential. Call Rick at (818) 967-3052. CA. (303-04)

Mechanic and Service Mgr.
Kawasaki Jet Ski no. 1 in L.A. County dealer. Immediate position. Burbank Kawasak (818) 848-6627, (818) 848-6630 fax. CA. (203-05)

Sales, Parts, Technicians
The largest multi-line motorcycles, pwc, atv and auto dealership in the valley. Exciting and long term growth opportunity with excellent benefits ins. 401K, paid vacations. Retail experience and basic knowledge of motorcycle, atv, and pwc is desired. Contact Darlene Kawasaki at Clawson Motorsports, 6334 N. Blackstone, Fresno, CA 93710. (209) 435-5020 or fax resume and pay schedule (209) 431-0605. CA. (303-04)

Mechanic Wanted
To work in an exclusive BMW dealership in San Diego. BMW experience preferred. Call Polly (619) 286-1971. CA. (303)

Colorado Technicians
Honda, Kawasaki, Suzuki, Sea-Doo, Arctic Cat and Ski-Doo. Tired of reading the same old ad? Get paid what you're worth. We need experienced technicians that know what they want and where they want to be. If this sounds like you, don't pass up an opportunity to call Excel Motorcycles, Watercraft and Snowmobiles of Denver, CO. Call Rob at (800) 65-EXCEL. CO. (303-04)

Mechanic Needed
Experienced mechanic to work in Honda, Kawasaki, Suzuki dealer, watercraft exp. helpful, year round work, in well equip. shop, benefit pkg. Bloomington, IN (812) 339-0199. Fax resumes to Bloomington Power Sports (812) 333-9473. IN. (303-05)

Salesperson Wanted
Everett Honda, Sea-Doo, Everett, WA has an immediate opening for an experienced sales person. Excellent benefits, top pay. Contact Thad (206) 347-4545. WA. (203-04)

Technicians/Sales
BMW-Triumph-Kawasaki growing dealership in upstate NY is currently seeking qualified, enthusiastic technicians and sales staff. Verifiable experience and work history a must. Excellent opportunity. Please call or fax resume to Ron Usenza. (518) 377-8600, fax (518) 377-9040. Berkshire Motor Works, Scheacentady, NY. NY. (302-05)

HARLEY DAVIDSON BMW proud of your technical skills, believe in doing it right, you need to join our team. We have a reputation for service excellence, a benefit package, insurance, profit sharing, paid vacation, Factory training program. McCoys, US 41, Green Bay, WI 54303. 1(800) 236-1729. WI. (203-TFN)

Wanted: Motorcycle Technicians
Tired of turning wrenches! Looking for a rewarding career? Technician Instructors needed in all areas of motorcycle repair at our Phoenix, AZ campus. Teaching experience not required! We offer - paid training, growth pontential, five day work week, secure employment, profit sharing, paid vacation, and more! To inquire about this opportunity, call Larry Barrington today at Motorcycle Mechnics Institute. (800) 528-7995, or locally at (602) 869-9644, extension 309. AZ. (303)

Technician
Pacific N.W. multi-line dealer needs exp. tech. year round position. Japanese M/C ATV PWC. (360) 736-0166. WA. (203)

Technician Wanted
The countries best riding! Island hopping and mountain touring in the Northwest corner. Growing multi-line dealer building new store, looking for experienced, fully tooled, flat rate technician. Year round work for the right person. Contact Gary. Fax resume (360) 428-0329. WA. (203)

Sales Person Wanted
Northern Washington dealer needs one new person. Brand new store being built along side I-5. Will be expected to handle all aspects of the sales department. Excellent pay and growth potential with this new location. Skagit Valley Yamaha Kawasaki. Fax resume (360) 428-0329 or call Bill (360) 428-7714. WA. (203)

Salesmen Wanted M/F
Sell the best! Multi-line motorcycle/watercraft dealer. Honda, Sea-Doo + more. High volume, top pay, benefits. Apply today. Paul. Fax (213) 464-8201, (213) 466-7191. CA. (203-04)

Technician
Top notch technicians with a minimum of 3 years of dealership experience. Proven track record and pride in your work a must. Highest pay in the industry - $70,000+ potential. We have the best weather in the country and year round work on all major brands. PWC experience a definite plus. San Diego's House of Motorcycles - Steve (619) 229-7700. CA. (203)

Mechanic Wanted
Position open for experienced full-time mechanic Honda Yamaha Sea-Doo business in Cincinnati growing rapidly. Call Ted (513) 752-0088. OH. (103-04)

Purchasing Manager:
Heroes only apply! Motorcycle ind. exp. a must. We are growing, come grow with us. Salary, benefits, fun! Send resume: H-R, 751 S. Weir Cyn Rd., #157-112, Anaheim, CA 92808. CA. (203-04)

Honda Sea-Doo Tech
Oregón Honda/Sea-Doo/Ski-Doo dealer, great company, great pay, great place to live and work, career position, year round work. Looking for a Lead Mechanic, experience, own tools required. Call Bob Reinen at (503) 302-9000. Cycle Sports-Eugene, 469 E. 3rd Ave., Eugene, OR 97401. OR. (203-05/EOI)

Parts Counter - Oregon
Oregon Honda/Sea-Doo/Ski-Doo dealer, great company, great pay, great place to ride, live and work, health ins., vacation, 5 day shop. Clean cut and enthusiastic, join our team! Call Bob Reinen at (503) 302-9000. Cycle Sports - Eugene, 469 3rd. Ave., Eugene, OR 97401. OR. (203-05/EOI)

Mechanic Needed Now!!
Must have experience in all phases of motorcycle repair. Great potential. Fax (805) 237-8953 or call (805) 237-8913/(209) 935-5009. CA. (203)

Prof. Tech. Wanted So. Cal.
Largest Vance and Hines motorcycle center has immediate opening available. Nice dyno equipped shop, hi performance specialist. Plus general service on sportbike and late model street bikes only. Good commission and benefits. Call Rob (818) 303-6382. CA. (203)

Experienced Parts Person
Yamaha parts experience a must, plus other major Japanese brands. New and expanded facility. Contact George (714) 582-0351. CA. (203-04)

BUSINESS OPPORTUNITIES

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

COLLECTORS

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

750 TRIUMPH Hurricane 1972, original owner, $8,000/obo. (310) 306-5428. CA. (350-03/C)

"La Carrera Veterans"
Free museum quality, ready to frame, poster titled: "A Ferrari eating dust from an EX500," during 1988 La Carrera Classic, Baja, Mexico, as depicted by noted artist Hector Camatori; commissioned by Mike Vaguhn, Kawasaki Mtrs. 53 available. Send $10 to cover shipping and handling: La Carrera, P.O. Box 1605, Studio City, CA 91604. CA. (401-04/C)

H/D XR750 FACTORY framed 90% original, completely new, $8,000. (209) 754-5118. CA.(101-04/C)

Wanted Triumph TT650
Complete bike with title, unrestored only. Send photos, decription and asking price to: Rocket Motorcycles 1558 India Street, San Diego, CA 92101. No phone calls please. CA. (301-03/C)

'74 CZ400, '76 red frame, lot of parts, tools, 2 engines, 3 forks. (408) 446-2881. CA. (101-04/C)

SELLING, 1920 CLEVELAND, 1930 Supreme, 1970 American Eagle, 1973 V-7 Sport, 1972 CB350. (909) 247-2398. CA. (101-04/C)

'74 BMW R90S Daytona. Orange, Lester wheels, hard backs. Good condition. $2,950. (310) 546-7466. CA. (342-22/C)

1974 360 Bultaco, 121 Motor
Champion frame, vintage legal, fast, Mikuni carb, Goodyears, spares, spare glass, nice as they come. $2,250 or trade for 500 Yamaha. (314) 442-1560, (314) 875-0444. MO. (301-04/C)

California Triples
Kawasaki H1-500 H2-750 specialist, bikes, bike parts, expansion chambers. Call (510) 569-9430, fax (510) 569-4236. CA. (301-04/C/P)

'69 Honda SS125
100% original, 970 miles, rare collectable. $1,800. Second owner. Call (517) 732-4288 ask for Tom. Gaylord, Michigan. (301-03/C)

Bultaco Parts
Books and t-shirts. Lynn Mobley. Mon-Sat. (702) 267-2103. Nevada. (301-08/C)

Trackmaster Chassis
Ceriani, Kennedy, 4 new tires. Good condition. $750. Evenings (219) 232-1582. IN. (302-03/C)

CHAMPION YAMAHA 750, set up for TT 1/2 mile, Lillie motor, new Grimeca brakes, front, rear. $3,500. Matt (408) 394-6294. CA. (302-03/C)

H-2 KAWASAKI 1969 all original unrestored, good condition, one owner. $1,800. (216) 441-6433. OH. (302-03/C)

2 125CZ motors, internal Motoplat $300. Non stock 125 pipe $80. '72 CZ yellow tank, very clean $100. John (303) 452-9711. CO. (302-03/C)

WANTED, Featherbed rolling chassis or complete Triton, So. Cal. area, no junk. (808) 988-9461. HI. (103/C)

Two Gemini 50s
1 runs, 1 for parts. First $550. (815) 496-2516. IL. (103/C)

1974 Triumph Trident - Orig. Owner
Most all original - tank repainted with genuine paint imported fro England. Engine has been enlarged to 883 with big bore kit. Falicon super crank ported head 3 into 1 pipe from big D, Megacycle cams, 30mm Concentric carbs. A show stopper that runs very strong. Cranks first kick. Must see to appreciate $6,000/obo. Phone (864) 242-9946 9a.m. to 5p.m. SC. (303/C)

1935 Brough Superior
SS-80 model currently being restored. Lots of new and extra parts. $9,500/obo. 1973 Rickman 125MX $650/obo. (602) 992-3040. AZ. (303/C)

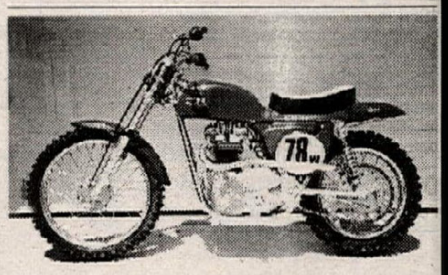
H-D (AERMACCHI) ERS 350cc NOS cylinder head, Ceriani road race triple clamps. (206) 588-1641 evenings only. WA. (303/C)

Vintage 4-Stroke
C&J motocross frame and swingarm for Honda XL350 and 250. Mint condition. $1,000 firm. (909) 681-7550. CA. (303/C)

1963 BSA ROCKET Gold Star motor and ARRT gearbox unrestored $2,000. Can deliver to Las Vegas 1/27. (801) 375-7346. UT. (103/C)

BULTACO SHERPA T 350 trials bike $800. Ducati 250 parts or restore $200. (414) 233-6773. WI. (303/C)

1970 CZ 250
Side Piper, all set for vintage racing. 38mm Mikuni, Works shock, $1,095/obo. (805) 489-1637 or 489-2837. CA. (303/C)



'64 Rickman Metisse 750 Triumph
Just completely restored. New speed + sport motor and everything else. Too many items to list. Rickman forks, hubs, etc. Any reasonable cash offer or trade for BMW R100GS or R1100GS will consider current motocross/enduro bike + cash. John, anytime (408) 464-8764. CA. (103/C/P)

Sacrafice
1973 Honda CR 250 one of a kind 100% original less than 10 hrs. on this bike $5,000/obo. Also 1994 CR 125 $2,800. Will trade for new CR. (913) 776-7972. KS. (103-04/C)

Old Husky Bikes
1,971 mi. Husky 400 complete $600. 1970 Husky 250 6-speed $400. Both bikes are complete. IT175 $300/obo. (909) 985-5605. CA. (103/C)

1972 HUSKY 450WR Bengt Aberg replica, excellent condition, must see. $895/obo. (818) 353-2382. CA. (303/C)

1973 Hodaka Wombat
Nice original condition. Titled, original owners manual. $875. (612) 263-1532. MN. (303-04/C)

'71 RICKMAN ZUNDAPP 125 runs and looks good. Needs rear fender and kickstarter spring. $650. (909) 945-3404. CA. (303-04/C)

COMPLETE ROLLING CHAMPION frame for single. (334) 821-2535. AL. (102-03/C)

GENERAL MERCHANDISE

★★★Lou's Leathers★★★
(904) 626-1382. FL. (249-TFN)

Wanted: 1977-1978 Suzuki GS400
Electric start only. Please call 1(800) 833-3778. CA. (202-TFN)

New Kaw 1995 KX250, Below Cost Sale
Poway Kawasaki 1(800) 350-4151. CA. (249-TFN)

E-Z Up Instant Shelters 10x10
Express $279. Ship anywhere in US. Poway Honda 1(800) 350-4151. CA. (249-TFN)

Parts, Parts, Parts, Parts
I have too many! Cosmetics, forks, frames, motors, etc. for GSXR, FZR, CBR, ZX-6, 7, 11, Katana, GS500, EX500 and more. Reasonable. (714) 557-2558. CA. (349-06)

KNIGHT 600 ROTAX, fresh. (217) 234-8956. IL. (150-03)

Honda Hawk 69 Hp.
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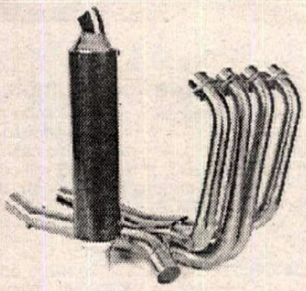

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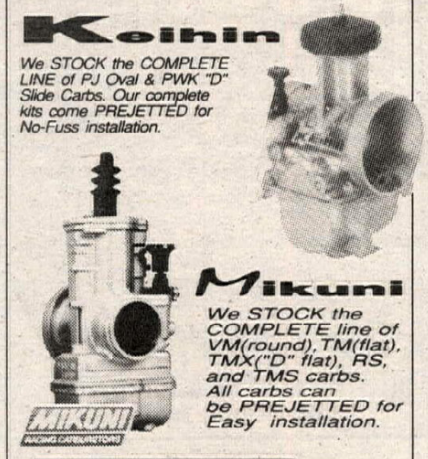

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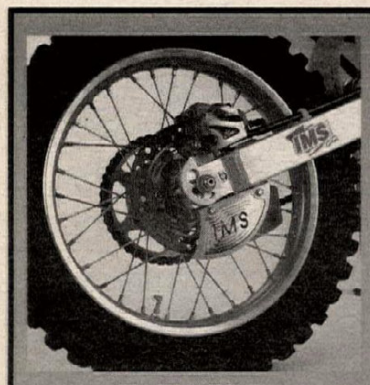

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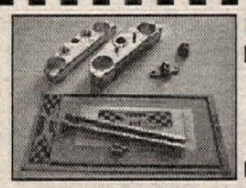

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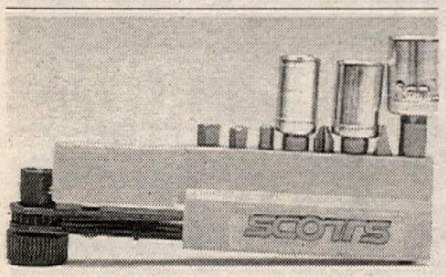

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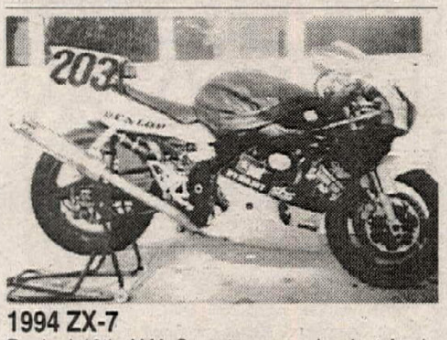

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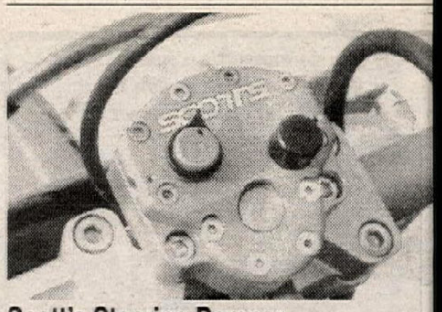

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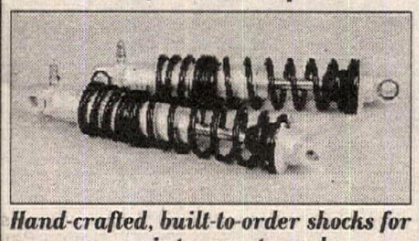

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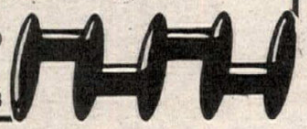

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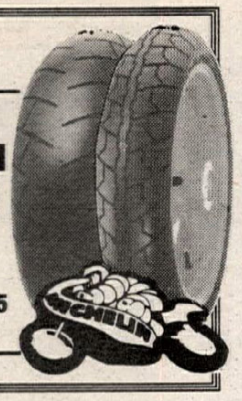

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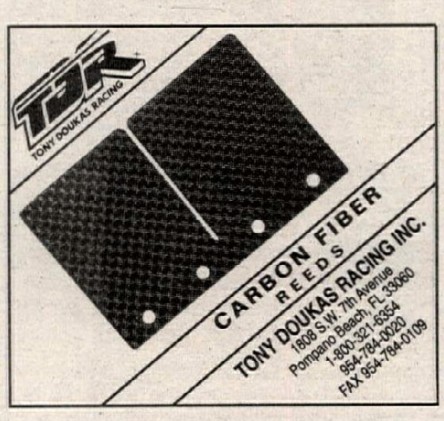

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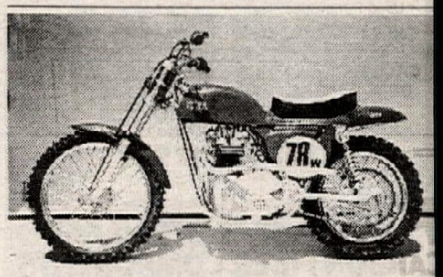

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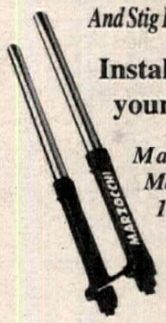

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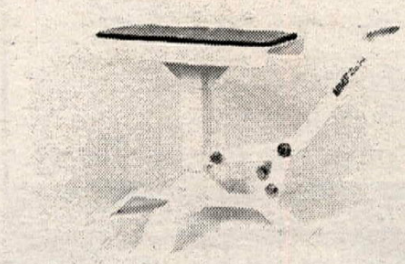

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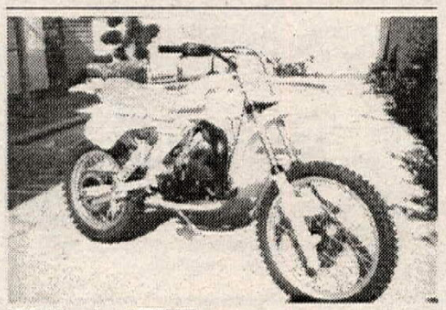

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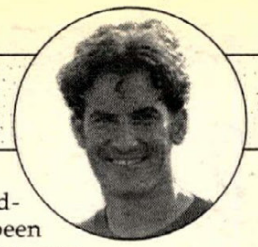
RACER X

By Davey Coombs



I admit it. I am one of the first people to argue that the AMA Supercross Series should begin in glamorous Anaheim Stadium in Southern California, not Orlando, Florida's Citrus Bowl. It makes sense for the factories, for the privateer teams, for the media, and for tradition in general. Year after year the subject has been brought up in articles and conversation, but year after year the point is moot because the supercross promoters refuse to move the opener away from Orlando and back to California. Orlando is gathering momentum, they argue. Orlando just doesn't work, I say in reply.

Now I'm starting to see their point. It is the morning after the 1996 AMA Supercross Series opener in sunny-but-chilly Orlando, and I'm still reeling from an epic night of racing. The event was supposed to mark the dawn of a new year of supercross, but it seemed more like a new era of racing all together. The time had come for better relations between riders and the AMA, the AMA and the promoters, the media and everybody else. Several top riders were on brand-new teams, including Mike LaRocco, Jeff Emig, Larry Ward and Damon Huffman. A few others were back from long absences from supercross, including 125cc GP refuge Jimmy Button and the enigmatic Damon Bradshaw, who was appearing on a U.S. Supercross track for the first time since 1993. There was added purse money, the return of a year-end points fund, and the overall positive vibes that come from getting everyone together again for the first time of the year.

Down in the pits there were new teams and new semis everywhere. It was ironic that the two best-looking rigs - Honda of Troy's mammoth trailer and the sleek Pro Circuit/Kawasaki semi - were getting more attention than the pit areas occupied by the true Honda and Kawasaki team setups. In fact, the Honda of Troy rig dwarfed Team Honda's two box vans, causing recurring jokes about where exactly series champion Jeremy McGrath was spending his downtime - on a lawn chair in his cold box van or spread out on the custom-leather couches where "privateers" Larry Ward and Mike Craig relax. But Honda team manager Wes McCoy reminded me that "box vans win championships." He's got a point there.

The track itself was a short throw back to the bar-banging days of the mid-1980s, before the tracks become more techno than a central Florida rave. It seems that the powers-that-be at PACE/Supersports were flipping through some old videos and came across a clip of the Orlando '83 event, which was narrowly won by Yamaha-mounted Ron Lechien over Johnny O'Mara, Mark Barnett, Warren Reid and Jeff Ward. "That's what I want to see this time," demanded promoter Bill West. He was watching side-by-side racing down 100-yard-long whoop sections, double and triple jumps that required more speed than timing, and wide turns that allowed for paint-swapping passes, rather than carving corners up with fake berms and kicker bumps. When riders and fans got to Orlando for the first session of '96, that's pretty much what we got.

What we didn't get were noisy pre-race fireworks that left the stadium filled with smoke. There was no silly, pre-race introduction of Jeremy riding in the belly of an oversize, fire-breathing, shark-shaped Tonka truck, and there was no cheesy Rocky-style music to fill the brief voids between races. (There was also no Dynamite Lady opening act, no one dressed up as a bear riding a bike on fire, and no Evel Knievel-style jumping contest, but it's a long season and there's still time.) About 40,000 came out of the nearby snow to see the race, including rapper/racer Vanilla Ice, who was wearing an AMA official shirt in lieu of a pit pass.

The racing itself last night was excellent, although not always close. The time has come to forget about whether or not Jeremy McGrath's dominance is good or bad for the sport and just appreciate him for what he does. This was a running conversation all weekend long in Orlando. We must think of him as the Michael Jordan of supercross - a best there ever was who just happens to still be around. Why is it that basketball fans love to see Jordan score as many points possible each night but supercross fans don't want to see McGrath build as big a lead as possible each time out? I don't care whether Jeremy lives in Canyon Lake or a double-wide next to mine, he should have been AMA Athlete of the Year. Last year, too. And the year before that. And if he has to make like Steve McQueen/Bud Ekins and jump the fence to get out of that exclusive neighborhood, here's hoping he does a nac-nac and I'm there sitting on my cooler to see it! (And I'd love to see him at the '96 Motocross des Nations.)

Anyway, back to motorcycle-friendly Orlando. McGrath showed up with a new haircut and the same old victory-first attitude. He won the heat race and main event with relative ease, taking the time to do some tricks for the fans and make the first lap or two memorable by looking over at the only two guys he had to pass all night, Steve Lamson in his heat race and Mike Brown in the main. But the rest of the races, with the possible exception of Mickael Pichon's 125cc main-event runaway, were full of action. The 125cc heat races, won by Pichon and Davey Yezek, and just about all of the rest of the 250cc races had the crowd on its feet in the cold grandstands. The only downer was the shoulder-popping fall of Greg Albertyn in his semi-qualifier. But then again, it ain't supercross if Albee doesn't get hurt.

The 250cc main event offered a serious "State of Racing" message. While McGrath checked out like a businessman late for a flight, the presence of Team Great Western's Phil Lawrence and Yamaha's Damon Bradshaw in the shotgun positions was meaningful. "Factory" Phil has never been on the podium before. Bradshaw hasn't been on one in three years. Hell, he hasn't been on supercross track for three years. But as the laps clicked off and the appearances of LaRocco, Ward and Emig never happened, it became clear that these two guys were putting in the rides of their recent lives on a track that allowed it to happen. Were LaRocco, Ward and Emig not as prepared as McGrath, or were they just victims of bad luck and opening-night jitters? We'll know after Minnesota and Anaheim.

In the end McGrath won in lapped traffic without a nac-nac - maybe he's saving it to get back into his neighborhood - but he did salute the crowd with a victory lap nac-nac. Lawrence rode smooth and smart all night long and finished a crowd-pleasing second to Bradshaw's even more crowd-pleasing third. But with one more lap Huffman might have passed them both. (If McGrath is "Showtime," maybe we should start calling the still-improving Huffman "HBO" now for the sake of future headlines.) Hughes fell back a few spots after some kind of run-in with Mike Craig, resulting in a post-race brawl that gave hockey fans in attendance their money's worth. The AMA should take the money they collect on the fines from this mess and put it towards pit speakers for next year's Orlando race. Some top riders and mechanics missed the call to the starting gate and were forced to line up on the far outside. This oversight ruined any chance for a replay of the magnificent Pichon/Tim Ferry 125cc heat race when Ferry had to line up with the ESPN cameramen.

So what did Orlando prove? Several things. For one, Wes McCoy was right: You don't have to have an 18-wheeler to get on the podium, just a box van and a fancy nickname like "Showtime" or "Factory." Orlando also proved that the less technical a track is, the closer the racing will be, especially in corners where you're less worried about timing for the upcoming double-triple-double than you are about diving in on the guy in front of you. The idea that more is better when it comes to jumps is for dirt contractors, not supercross racers. And finally, the event proved that Orlando can work as the season kickoff. For the first time, Orlando was not just a race - it was an event. A happening. The Opener. Now if they could just get someone to paint the starting gate.... CN

LOOKING BACK...

25 YEARS AGO... FEBRUARY 2, 1971

As shown on the cover, sort of, the Big Apple hosted its first professional motorcycle racing event since World War II (the big one). **Al Kenyon** ran a perfect 20-laps on the short track course at Madison Square Gardens. **Jim Odom** applied continuous pressure, but eventually had to settle for second place... The wily **J.N. Roberts** prevailed in the Lost Coyotes' European Scrambles at Red Rock Canyon, California, scoring a huge victory in the Heavyweight division. By the end of the first eight-mile loop, Roberts had a good half mile on eventual runner-up **Ron Nelson** and third-place finisher **Rich Thorwaldson**, and his lead kept growing throughout the race... Despite heavy fog, **Bob Messer** saw his way clear to the 500cc-class victory in ACA motocross racing at Southern California's Saddleback Park. **Jim Wilson** and **Chuck Minert** followed Messer across the finish line.

15 YEARS AGO... JANUARY 28, 1981

Round three of the DG Golden State Motocross Series saw **Broc Glover** get his mitts on a couple of first-place trophies, taking the 250 and 500cc Pro classes with double moto victories. **Scott Burnworth** took top 125cc Pro honors at the Fremont, California, event... **Larry Hooper** scored a double moto win in the 250cc Pro class and also took the Open Pro overall at the Clarks Branch Motocross in Roseburg, Oregon. The races were run on a dry track, due to a weeklong midwinter drought - is that a record for that state?... Yamaha Motor Corporation headquarters in Cypress, California, took delivery of its first 750cc chain drive V-twin engine from Japan, destined for dirt track racing. Racing Team Manager **Ken Clark** said engines would be available for dealer-backed racing efforts.

5 YEARS AGO... JANUARY 30, 1991

The cover of *Cycle News* featured **Jean-Michel Bayle**, who scored the sixth Camel Supercross win of his career at round two of the series in Houston, Texas. Bayle finished four seconds ahead of **Jeff Matiasevich**, taking the points lead from teammate and defending champion **Jeff Stanton**, who fell on the opening lap and finished seventh... **Charlie Venegas** froze out the competition at the second annual Budweiser Indoor Speedway Ice Racing World Championship in Tuscon, Arizona. **Mark Hannah** was the runner-up and **Jan Jensen** also stood on the podium...**Phil Lawrence** fought off 125cc World Champion **Donnie Schmit** for nearly half an hour to take the 250cc Pro main-event victory at round three of the GFI California Winter Series South in Perris, California. Schmit took a measure of revenge in the 125cc Pro class with a double moto win over Lawrence. CN

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